Ninja killer! We ride Suzuki's GSX-R1100

CYCLE GUIDE

TESTS:
Cagiva Alazzurra 650 SS,
Honda CR250

LEARNING TO RIDE:
The Best Approach

FEBRUARY 1986 $1.75
02763

Suzuki GSX-R1100

at Laguna Seca Raceway

4 and the
Dreams in
1986 SUPER $60,000 SWEEPSTAKES
No Purchase Necessary—see inside for details or write
CYCLE GUIDE, 20916 Higgins Ct., Torrance, CA 90501 for entry form.

DIR 00760
ALAURL449DOUIY 02 CG MAY86
LARRY LAURENCE
449 DOUGLAS DR
BROWNSBURG IN 46112

71486 02763

©1986 R.J. REYNOLDS TOBACCO CO.

SURGEON GENERAL'S WARNING: Quitting Smoking Now Greatly Reduces Serious Risks to Your Health.

Winston. America's Best.

Excellence. The best live up to it.

10 mg. "tar", 0.8 mg. nicotine av. per cigarette by FTC method.

CYCLE GUIDE

Publisher
Peter S. Nicolaysen

Editor
Jim Miller

Art Director
Gilbert Luna

Managing Editor
Tim Brodd

Associate Editor
Marc Cook

Features Editor
Jerry Smith

Systems Director
David Clark

Editorial Assistant
Mike Gillies

Sport Editor
Dain Gingerelli

News Editor
Larry Works

Technical Advisor
David Dewhurst

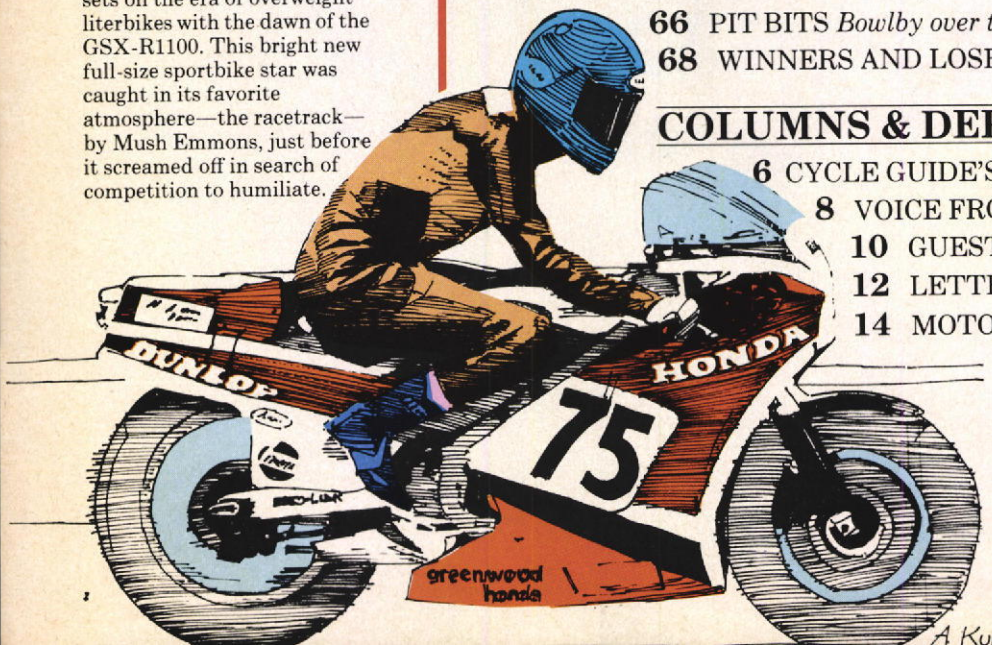
Foreign Correspondent
L.J.K. Setright

Tokyo Correspondent
Yasushi Ishiwatari

Contributors
Patrick Behar, Paul Buckley, Hector Cademartori, Rich Chenet, Shigeru Chikata, Chris Eastman, Vic Huber, Doug Jackson, Vince McMahon, T.J. Rafferty, Tom Riles, Joe Saputo, Jeff Smith, Dan Sorenson, Mark Wagner, George Wegner

Copyright 1986 Cycle Guide Publications Inc. Reproduction in whole or part is expressly forbidden without prior written permission of the publisher.

ON THE COVER: The sun sets on the era of overweight literbikes with the dawn of the GSX-R1100. This bright new full-size sportbike star was caught in its favorite atmosphere—the racetrack—by Mush Emmons, just before it screamed off in search of competition to humiliate.



Contents

VOL. 20 NO. 2 FEBRUARY 1986

REPLI-RACERS ON PARADE

18 RIDING IMPRESSION: SUZUKI GSX-R1100 *light speed*—**by Jerry Smith**

24 PREVIEW: SUZUKI LIMITED EDITION GSX-R750R *race-ready rarity*—**by Dain Gingerelli**

TEST

46 CAGIVA ALAZZURRA 650 SS *what do you get when you cross an elephant and a duck?*—**by Marc Cook**

FEATURE

43 MOTORCYCLE SAFETY FOUNDATION RIDING COURSE *ground rules*—**by Tim Brodd**

PRODUCT EVALUATIONS

36 THUNDERWEAR SN-1 PRO RIDING SUIT *button up your overcoat*—**by Jim Miller**

41 TOUR MASTER SPORT TOURING JACKET AND PANTS *let there be light*—**by George Wegner**

42 FRANK THOMAS BOOT DUBBIN *leather life preserver*—**by Marc Cook**

45 SPEEDY PRODUCTS CLAMPS *a gripping new development*—**by Mike Gillies**

GUIDE LINES

29 COMING SOON *Ninjas take to the Interstate*

33 RUMORS *unruly Suzukis and middleweight Elephants*

OFF-ROAD

55 INSIDE LINES *four-tracking the wild Quadracer*

57 TEST: HONDA CR250R *red rooster*—**by David Dewhurst**

SPORT LINES

61 SUPERBIKERS *the ABC's of racing*

66 PIT BITS *Bowlby over the hill and Spencer under pressure*

68 WINNERS AND LOSERS *last call*

COLUMNS & DEPTS

6 CYCLE GUIDE'S CYCLE GUIDE *we've got your number*

8 VOICE FROM THE WILDERNESS *hear and now*

10 GUEST EDITORIAL *three-point stand*

12 LETTERS *radar recriminations*

14 MOTOMART *traveling salesman*

QUOTE: "I'd put the whole affair somewhere between mud wrestling and rollerball." —Pg. 55

PORSCHE CP4 for the UNCOMMON MAN.

For some, the purchase of a motorcycle helmet is an easy one. They all look the same, they all have similar features—so the decision is based on price only...that was before CP4!

Now the ultimate in Kiwi quality has combined Swiss standards of excellence with the most advanced German engineering, boldly designed by F.A. Porsche to bring you the uncommon CP4...you have to see it to believe it.

The exclusive "Porsche visor", a fully integrated spheroid visor that recesses into the helmet shell, is a Porsche original. Combined with lightweight comfort, deluxe padding and the CP4 controlled ventilation system, the uncommon CP4 challenges the industry.

Dare to be uncommon– it's as simple as C-P-4.

KiWi F.A. PORSCHE

Swiss Quality/German Engineering

The Porsche CP4 by Kiwi.

Standard faceplate is black, red or white available on request. For pricing and ordering information on the CP4 and other Kiwi products, write to DynaTour Corp., 1944 N. Narragansett Ave., Chicago, IL 60639

CYCLE GUIDE

CYCLE GUIDE PUBLICATIONS

EXECUTIVE AND EDITORIAL OFFICES

Cycle Guide Publications
20916 Higgins Court
Torrance, California 90501

President	George W. Dougherty
Executive Vice-President	Peter S. Nicolaysen
Vice-President, Treasurer	Irv Braun
Vice-President, Finance	Anthony Lisanti
Vice-President, Circulation	L. Albert Crespo
Subscription Manager	Paul J. Zive
Back Issues/Reception	Loretta Albert

CYCLE GUIDE(ISSN 0011-4278) is published monthly except during November by Cycle Guide Publications, Inc., 20916 Higgins Court, Torrance, California 90501. Second Class Postage paid at Torrance, California, and at additional mailing offices.

EDITORIAL CONTRIBUTIONS are welcomed by Cycle Guide Publications, Inc., but cannot be considered unless guaranteed exclusive. Cycle Guide cannot be responsible for unsolicited material or damage to same in mails. If material is to be returned, include self-addressed, stamped envelope.

EASTERN SALES OFFICE

Joe Salluzzo
Eastern Sales Manager
770 Lexington Avenue
New York, New York 10021
Phone: (212) 486-8430

WESTERN SALES OFFICE

Charles Young
National Advertising Director
Marcel Fortney
Western Sales Manager
20916 Higgins Court
Torrance, California 90501
Phone: (213) 328-5700

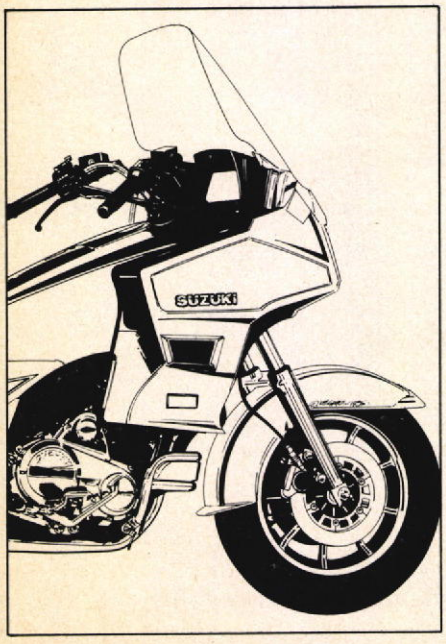
Advertising Production Manager	Muriel Torii
Advertising Assistant	Elizabeth Wall

SUBSCRIPTION AND CIRCULATION

Cycle Guide Reader Service
P.O. Box 993
Farmingdale, New York 11737-0001
1-800-227-5782
Please include a copy of the mailing label from a recent issue when corresponding about your subscription.
Postmaster: Send forms 3579 to the above address.

SUBSCRIPTION RATES: United States, $13.98 one year, $24.00 two years, $32.00 three years. In Canada, add $5.00 per year, all other countries add $8.00 per year. Single copy rate $1.75.

MEMBER OF AUDIT BUREAU OF CIRCULATIONS



© 1986 JOE SAPUTO

Now! NRI and SUN team up for professional training in auto servicing.

Includes famous Sun diagnostic equipment and Autocraft scope you keep to use on the job. It's the most in hands-on career training at home.

Only NRI trains you so thoroughly, so professionally for a career... even your own business ... in auto servicing. Only NRI includes famous Sun and Autocraft equipment as part of your training. And only NRI does it all in your own home, at your convenience, with a program developed with the help of pros like Richard Petty, leading stock car driver and NRI consultant.

Includes Sun Equipment, Choice of the Pros

NRI training is based on plenty of hands-on experience. And you get that experience using the real thing. You learn to use the famous Sun Gun® inductive timing light, Sun compression tester, vacuum gauge, remote starter, and the Sun inductive diagnostic analyzer.

Finally, you get your own Autocraft ignition analyzer oscilloscope, the master mechanic's master instrument. Its electronic patterns let you "see" right into an engine, spot problems and make adjustments on 4, 6 or 8 cylinder engines, even racing and high-performance cars.

Training Covers the Complete Car

You learn auto servicing from bumper to bumper, at home in your spare time. NRI starts you out with the high-demand under-hood services... tuneups and diagnostic work. Then you move on to tire and brake work, alignments, transmissions, power steering, air conditioning, even engine rebuilding. It's 51 information and know-how packed lessons, with an extra bonus of special training in diesel engines plus 6 special texts covering body work, certification, starting your own business, and more.

Pro Training from the Pro Trainers

Nobody has more know-how in at-home technical training, nobody has more successful graduates. Only NRI/McGraw-Hill combines almost 70 years experience with the resources of the leading educational publisher to give you the training you need to become your own man. See for yourself. Mail the coupon today for your free catalog showing all the opportunities and describing lessons and equipment in detail. Train at home, train for the future with NRI and Sun.

If coupon has been removed, write to NRI Automotive School, 3939 Wisconsin Ave., Washington, DC 20016

MAIL FOR FREE CATALOG

NRI SCHOOLS
McGraw-Hill Continuing Education Center
3939 Wisconsin Avenue, Washington, DC 20016

We'll give you tomorrow.

For Career courses approved under GI bill ☐ check for details.

Name (Please print) Age

Address

City/State/Zip

Accredited by the National Home Study Council

☑ Please check one free catalog only.
☐ **Automotive Mechanics Course**
☐ Air Conditioning, Refrigeration, Heating and Solar Technology Courses
☐ Small Engine Repair Course
☐ Appliance Servicing Course
☐ Locksmithing Course
☐ Building Construction Course
☐ Telephone Servicing Course
☐ Industrial Electronics
☐ TV/Audio/Video Servicing, Communications Electronics, Microcomputers, Electronic Design Technology, Electronics Courses

0911-026

CYCLE GUIDE'S CYCLE GUIDE

Cycle Guide's catalog of recent test hardware—no brag, just fact

OFF-ROAD

MAKE & MODEL	ISSUE	TYPE	ENGINE TYPE	WHEEL TRAVEL, IN. FRONT/REAR	WEIGHT, LBS.	RAKE/TRAIL, DEGREES/INCHES	GEARS
Cagiva WRX 250-'84	August '84	Enduro	Two-stroke	11.1/11.6	232	30.0/4.65	6
Cagiva WMX 250-'84	January '84	Motocross	Two-stroke	11.9/12.7	221	28.0/4.65	6
Can-Am 320 Trials-'84	October '84	Trials	Two-stroke	4.8/4.5	205	25.5/3.00	6
Honda ATC250R-'84	May '84	ATV	Two-stroke	8.8/8.0	311	N/A	5
Honda ATC350X-'85	September '85	ATV	Four-stroke	8.0/7.0	324	23.0/1.4	6
Honda FourTrax 4x4-'86	Nov./Dec. '85	ATV	Four-stroke	4.1/4.6	570	3.0/0.5	5
Honda CR125R-'84	April '84	Motocross	Two-stroke	11.2/12.3	195	27.2/4.29	6
Honda CR250R-'86	February '86	Motocross	Two-stroke	11.7/12.0	221	27.5/4.41	5
Honda CR500R-'85	February '85	Motocross	Two-stroke	11.6/12.3	232	27.5/4.41	5
Honda XR200R-'84	August '84	Enduro	Four-stroke	9.9/9.6	235	26.0/4.13	6
Honda XR600R-'85	October '85	Desert	Four-stroke	10.9/11.4	284	28.0/4.65	5
Husqvarna 250WRX-'85	August '85	Enduro	Two-stroke	11.8/12.5	239	27.0/4.72	6
Husqvarna 400WR-'84	July '84	Enduro	Two-stroke	11.0/11.2	242	28.5/5.16	6
Husqvarna 500CR-'85	April '85	Motocross	Two-stroke	11.9/12.9	235	27.0/4.72	4
Husqvarna 510TE-'85	March '85	Enduro	Four-stroke	10.6/11.9	263	28.5/5.16	6
Kawasaki KDX200-'84	August '84	Enduro	Two-stroke	10.0/10.9	214	28.0/4.76	6
Kawasaki KX125-'86	January '86	Motocross	Two-stroke	11.2/12.6	201	27.5/4.57	6
Kawasaki KX250-'84	February '84	Motocross	Two-stroke	11.6/12.3	220	28.5/4.65	5
Kawasaki KXT250 Tecate-'84	May '84	ATV	Two-stroke	8.6/8.2	319	N/A	5
Kawasaki KLR600-'84	September '84	Dual-purpose	Four-stroke	9.2/8.3	322	29.5/4.80	5
M-Star 250 Supercross-'84	Nov./Dec. '84	Motocross	Two-stroke	11.7/12.7	230	27.0/4.72	5
Suzuki Quadracer 250-'85	May '85	ATV	Two-stroke	7.2/8.1	326	N/A	5
Suzuki Quadrunner 250-'84	October '84	ATV	Four-stroke	1.0/N/A	384	N/A	5
Suzuki RM125-'85	May '85	Motocross	Two-stroke	11.4/11.8	202	29.0/4.84	6
Suzuki RM250-'84	February '84	Motocross	Two-stroke	11.8/12.9	220	27.8/4.41	5
Yamaha BW200-'85	April '85	Trail	Four-stroke	6.3/6.6	249	27.3/3.46	5
Yamaha IT200-'84	August '84	Enduro	Two-stroke	10.0/10.6	211	28.0/4.53	6
Yamaha TT600-'85	October '85	Trail	Four-stroke	11.3/10.7	283	28.0/4.65	5
Yamaha TY350-'85	July '85	Trials	Two-stroke	6.5/4.8	193	23.0/1.93	6
Yamaha XT250-'84	Nov./Dec. '84	Dual-purpose	Four-stroke	9.7/7.9	266	28.3/4.60	6
Yamaha YZ125-'84	April '84	Motocross	Two-stroke	11.9/12.3	194	27.7/4.57	6
Yamaha YZ250-'85	June '85	Motocross	Two-stroke	11.5/12.3	219	28.0/4.69	5
Yamaha YZ490-'84	June '84	Motocross	Two-stroke	11.3/12.7	227	28.5/4.72	4

STREET

MAKE & MODEL	ISSUE	ENGINE TYPE*	DISPLACEMENT, CC	QUARTER-MILE, SEC./MPH	TOP SPEED, MPH	WEIGHT, LBS.	FUEL CONSUMPTION, MPG	STOPPING DISTANCE FROM 60 MPH, FT.
BMW K100RS-'84	October '84	4I/G	987.2	12.381/109.48	133	532	39–54	139
BMW R80-'85	September '85	2C/G	782.5	13.357/98.36	114	439	37–52	148
Cagiva Alazzurra 650 SS-'86	February '86	90 deg. 2D/F	649.6	12.982/99.18	113	432	34–49	135
H-D FLTC Tour Glide-'86	January '86	45 deg. 2D/H	1337.7	14.378/90.00	107	748	31–49	141
H-D FXRS Low Rider Sport-'86	Nov./Dec. '85	45 deg. 2D/H	1337.7	13.654/96.25	115	592	31–50	132
H-D FXRT Sport Glide-'85	October '84	45 deg. 2D/H	1337.7	14.180/90.36	92	640	28–51	126
H-D XLH 883 Sportster-'86	September '85	45 deg. 2D/F	882.9	14.045/92.40	106	467	37–67	131
H-D XLH Sportster-'85	February '85	45 deg. 2D/F	997.6	13.742/95.94	111	490	43–58	146
Honda Gold Wing Ltd Ed.-'85	March '85	4C/G	1181.9	13.346/98.36	113	810	37–45	134
Honda NS250R-'85	May '85	90 deg. 2D/F††	249.3	13.091/101.58	121	339	27–38	135
Honda NS400R-'85	October '85	90 deg. 3D/F††	387.4	12.324/108.69	125	392	25–45	135
Honda VF500F Interceptor-'84	July '84	90 deg. 4D/F	497.6	12.484/106.00	126	419	33–48	123
Honda VF700C Magna-'85	August '85	90 deg. 4D/G	698.9	12.390/108.82	128	520	34–47	131
Honda VF700F Interceptor-'84	October '84	90 deg. 4D/F	698.9	12.323/106.50	124	512	37–48	136
Honda VF700S Sabre-'85	January '85	90 deg. 4D/G	698.9	12.358/109.09	121	514	28–48	136
Honda VF1000R-'85	July '85	90 deg. 4D/F	998.4	11.308/121.78	149	578	20–42	135
Honda VT1100C Shadow-'85	June '85	45 deg. 2D/G	1099.2	13.022/100.33	112	560	33–44	127
Honda V65 Magna-'85	February '85	90 deg. 4D/G	1098.0	11.440/118.42	142	566	34–46	133
Kawasaki 454 LTD-'85	September '85	2A/H	454.1	13.386/97.08	102	427	37–53	125
Kawasaki GPz550-'85	March '85	4A/F	553.8	12.478/104.89	121	432	44–54	137
Kawasaki GPz750 turbo-'85	Nov./Dec. '85	4A/F	739.0	11.441/118.89	141	532	40–54	135
Kawasaki Eliminator-'85	April '85	4A/G	908.2	11.405/117.49	134	569	22–41	131
Kawasaki Ninja 600R-'85	March '85	4A/F	592.6	12.124/109.09	135	448	40–48	135
Kawasaki Ninja-'85	August '85	4A/F	908.2	11.175/123.79	151	535	32–41	131
Kawasaki Ninja 1000R-'86	January '86	4A/F	997.8	10.994/125.69	162	564	33–44	118
Suzuki GS550ES-'85	May '85	4A/F	572.3	12.551/106.50	119	447	33–48	133
Suzuki GS700E-'85	January '85	4A/F	699.5	11.978/112.21	125	485	27–53	140
Suzuki GS1150E-'85	June '85	4A/F	1135.4	11.032/121.78	146	529	30–55	138
Suzuki GV700GL Madura-'85	Nov./Dec. '84	82 deg. 4D/G	698.5	13.307/102.15	111	546	23–45	143
Suzuki GV1200GL Madura-'85	February '85	82 deg. 4D/G	1165.9	11.364/117.18	140	576	28–45	131
Suzuki GV1400GD Cavalcade LX-'85	August '85	82 deg. 4D/G	1360.4	12.881/101.12	115	806	24–49	155
Suzuki RG500 Gamma-'85	October '85	Square-Four/F††	498.5	11.991/113.20	N/A	374	22–42	134
Suzuki VS700GLF Intruder-'85	July '85	2D/G	699.7	12.998/101.01	112	442	44–63	132
Yamaha FJ1100-'85	April '85	4A/F	1097.6	11.002/123.28	147	543	30–47	138
Yamaha FZ750-'85	June '85	45 deg. 4A/F	749.6	11.317/118.57	140	485	31–50	129
Yamaha Maxim X-'85	May '85	4A/G	697.3	11.779/113.63	121	505	25–47	135
Yamaha RZ350-'84	July '84	2A/F††	347.4	13.529/97.61	111	357	26–53	122
Yamaha RZV500R-'84	October '85	4D/F††	499.7	12.409/107.52	134	422	25–53	147
Yamaha Venture Royale-'84	March '84	70 deg. 4D/G	1197.6	12.759/101.46	124	752	37–53	137
Yamaha V-Max-'85	May '85	70 deg. 4D/G	1197.6	10.922/127.47	151	596	23–32	137
Yamaha XV1000 Virago-'85	October '85	75 deg. 2D/G	981.0	12.993/101.59	111	507	33–47	132

*__A__-Transverse, __B__-Vertical (single-cylinder only), __C__-Horizontally Opposed, __D__-Tandem Vee, __E__-Transverse Vee, __F__-Chain Final Drive, __G__-Shaft Final Drive, __H__-Belt Final Drive, __I__-Horizontal Longitudinal; † indicates a calculated top speed; †† indicates a two-stroke engine

Order back issues through Cycle Guide Back Issues Department, 20916 Higgins Court, Torrance, California 90501. Include $3.00 for each copy ordered.

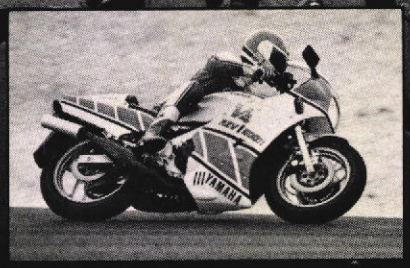
(In Canada and Mexico, add $2.00; foreign, $6.00)

GO THE DISTANCE.

Long-Distance Touring—Through the mountains, across the plains, and along the coasts, IRC's DuroTour RS-310 goes the distance. Beautifully. Aggressively. And with the style today's touring enthusiasts demand. *A combination of tread design, low-profile performance, and special rubber compounds add up to superior handling and the ability to put on lots of miles.* As with all IRC tires, more than a dozen quality control inspections ensure you'll get a tire that's made to last. It'll take you where you want to go . . . at a price that won't leave you standing still. The RS-310. Available at better shops nationwide.

AVAILABLE SIZES; FRONT; 100/90 H 16 T/L BW; 120/80 H 16 T/L BW and RWL; 90/90 H 18 T/L BW; 100/90 H 18 T/L BW; 110/90 H 18 T/L BW and RWL; 100/90 H 19 T/L BW and RWL
REAR; 140/90 H 15 T/L RWL; 150/90 H 15 T/L RWL; 120/90 H 16 T/L BW; 130/90 H 16 T/L BW and RWL; 110/90 H 17 T/L BW; 130/90 H 17 T/L BW and RWL; 110/80 H 18 T/L BW; 110/90 H 18 T/L BW; 120/90 H 18 T/L BW; 130/90 H 18 T/L BW and RWL

GO THE DISTANCE FASTER.



Sport Touring—Specifically designed for the hard-charging sport rider, and V-rated up to 150 mph, *the VS-17 is a top-of-the-line low-profile that handles with the cool precision of a surgeon's scalpel.* Its high-grip compound and computerized tread pattern provide superior performance for those demanding situations. Motorcyclist Magazine (November 1985) said "... the IRC's performed very well. They were smooth, competent and predictable, and quietly accomplished everything their riders asked of them." So if you're looking for a tire that can go the distance faster, check out the VS-17. *It's hyper-performance at an affordable price.* Available at better shops nationwide.

AVAILABLE SIZES; FRONT; 120/80 V 16 T/L; 100/90 V19 T/L; **REAR;** 120/80 V 16 T/L; 130/90 V 16 T/L; 130/80 V 17 T/L; 120/80 V 18 T/L; 130/80 V 18 T/L

T/L—Tubeless
BW—Blackwall RWL—Raised White Letters

IRC
A DIVISION OF INOAC
TURNING HI-TECH IDEAS INTO REALITY

14111 Kingsley Drive, Gardena, CA 90249
Inoue Kasei International, Ltd.
3-11, Sakae 5-Chome, Naka-ku, Nagoya 460, Japan

Voice From The Wilderness

Radios and the road

Turn that thing off, music's for Buicks.

• I hate to get on the wrong side of an argument, but I recently noticed, smelled, actually, that I was shoulder to shoulder on the wrong side of the yes-no fence with a bunch of elected thimble brains on the issue of listening to radios and tape players while operating motorcycles, bicycles and running shoes.

The aforementioned hand-squeezing baby kissers are against it—listening to radios and tape players while riding motorcycles, that is. They say those moving music lovers will be distracted by the sound of music and miss hearing a car sneak up behind them, or fail to get out of the way of an emergency vehicle. In other words, they fear motorcylists, bicyclists and runners will start acting like motorists.

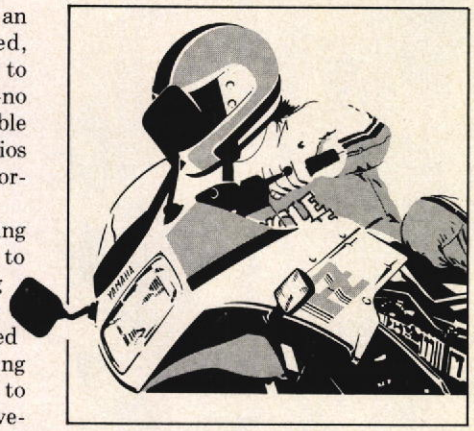
Unlike them, my reasoning in opposing listening to a radio while riding a motorcycle is seamless. It's wrong. It's morally incorrect. Unnatural. Period. End of argument. Yo' mama.

A harsh position, you say? Well, yes. It wasn't easy for me, you understand. It was heart wrenching for me to doubt the sincerity of these elected officials' concern for the welfare of motorcyclists. But doubt them I must, for these are, after all, the same geniuses who in past years have proposed requiring seatbelts on motorcycles. (I always suspected the seatbelt thing stemmed from their desire to have a safety device on motorcycles that would work for them. It is hard, after all, to find comfortable pointed helmets in an extra extra small.)

But this latest campaign against music and motorcycles is hogwash, unless these politicians are also willing to force motorists to drive around with their windows rolled down. Many new cars are very quiet and come with powerful sound systems capable of blocking out more road noise than could any biped or two-wheel operator's device.

Nevertheless, I am on the same side of the argument, if for different reasons.

Don't get me wrong. There are few things I would rather do than listen to or play music. I find listening to music preferable to the babbling of all but a very few people. And when I say "music," I'm not talking about the noise made by imported synthesizer operators masquerading as musicians, but real music—the music of The Rolling Stones, Miles Davis, Bach and Emmylou Harris.



© 1986 JOE SAPUTO

But if God had wanted us to listen to music while we rode motorcycles, he wouldn't have made Ducati 900 Super Sports sound so beautiful. Ditto for the sound of most bikes. (On the other hand, I think two-stroke road bikes should be equipped with two radios, in case one should malfunction and be unable to drown out that clattering.)

Now you may not agree with me, and that's OK—it's your right to be wrong. But if you think about it, I'm sure you'll eventually come around to my position. There is, after all, other evidence supporting my correctness.

Riding a motorcycle is a form of meditation, a cosmic experience second to none. A good exhaust note is kind of a mechanical OM. Who needs a mantra or a shrink when you have a great motorcycle? It's all the noise we need. A radio just messes up, obscures, the experience. Motorcycles make their own music. And listening to a radio, no matter how wonderful the program material, is in direct conflict with the function of a motorcycle. It's sort of like reading a book while having sex. You do one or the other—not both.

That sound that calls to us all, whether it be the high-purr of a Yamaha FZ750, the sweet howl of a Benelli Sei or the macho thump of a big single, is the message. Combined with the flying-on-the-ground sensation only motorcyclists know, it can produce great thoughts. It also clears the head to allow one to appreciate the little things in life—miniscule gems you don't notice in a car with the radio blaring. Why, just the other day, I was putting through town when I saw a cop observe the speed limit for two blocks and then use his turn signals!

Yes, motorcycling can even soothe the savage beast or breast or whatever that savage was. All that droning between pit stops on long rides can turn a man into a philosopher. There's a lot of time and peacefulness to let you think about the good things in life. Put anyone on a motorcycle for long enough, and you'll end up with a poet.

Many's the man who avoided sticking his fist through a wall (or somebody's face) by turning the other cheeks on an argument and heading for the parking lot and his trusty scooter. It clears the head. A earful of engine music, a fistful of throttle and a lungful of road air puts everything into perspective.

Anybody who's ever been around a biker bar knows how even the toughest guys can get sentimental after a long ride through the pines. It's like cowboys and their horses. It's just the two of you, even when you're riding two up (unless your passenger has a hell of a voice or you have one of those damned helmet intercoms).

The mere mention of a favorite ride brings back powerful memories, whether the rider be outlaw or canyon commando.

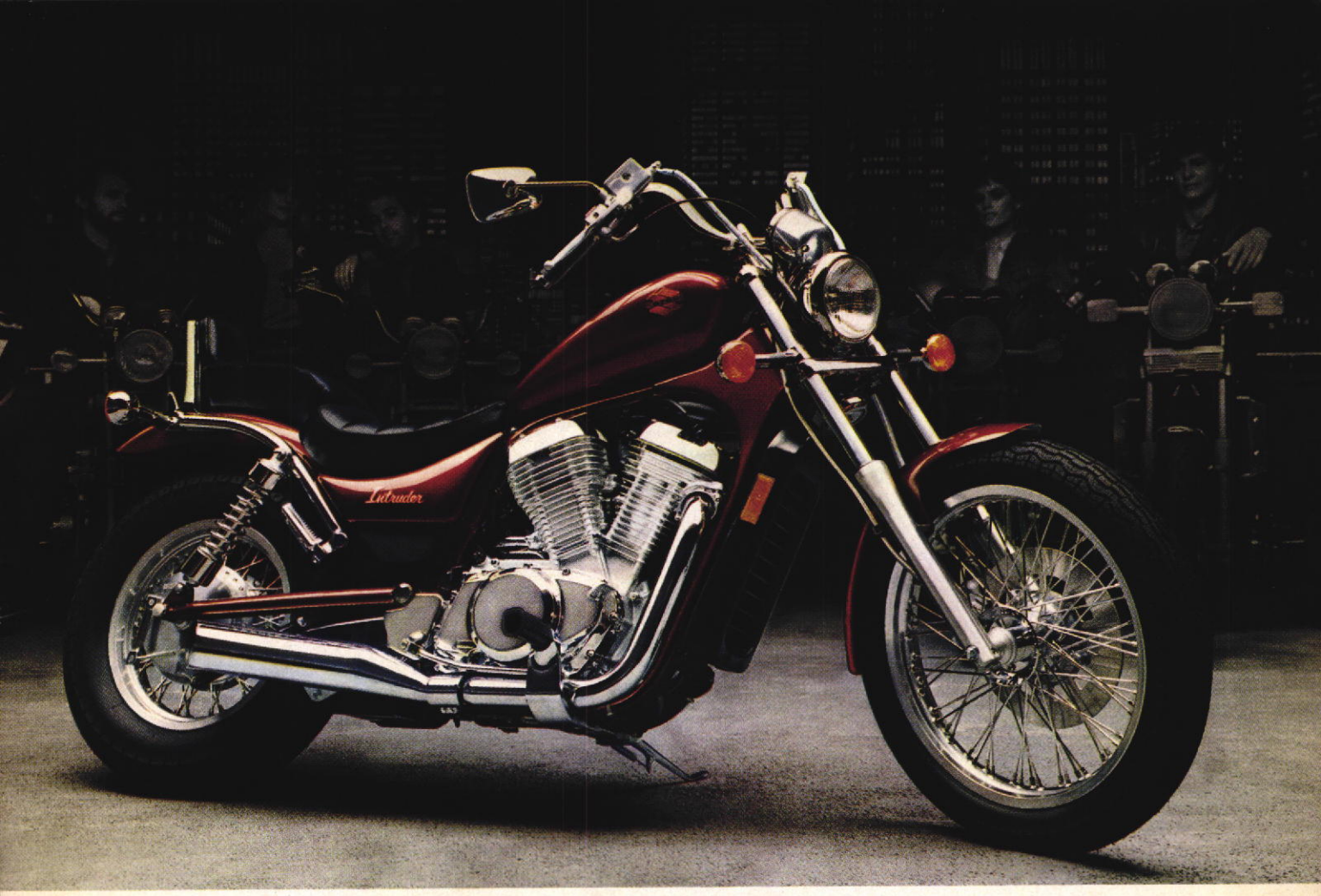
An outlaw with enough tattoos to fill the Louvre, two Buck knives, a .357 Magnum on his hip and a chip on his shoulder can be reduced to jelly at the thought of rolling into Sturgis.

But imagine the potential mayhem, maybe even permanent damage, that could be caused by pulling into a campground full of black leather and 74s just as your radio blares out some whiney Barry Manilow song. Not a pretty thought.

Or picture this: You're dicing with a friend through a fast right-hand sweeper, and just as the footpeg touches the pavement up comes Olivia Newton-John mewing "Have You Never Been Mellow?"

Don't even consider the horror of you and your European cafe special being passed through a corner by a bone-stock Aspencade, just as the radio blares "Follow the leader, he's on a Honda."

—Dan Sorenson



THE DIFFERENCE BETWEEN OUR CRUISER AND THEIRS IS AS PLAIN AS BLACK AND WHITE.

They could see it as soon as I rode my new Suzuki Intruder into town. No other cruiser looks as custom. No other V-twin sounds this mean.

No other streetbike had ever grabbed their attention like my Intruder. Chrome on chrome on chrome. From its headlight right down to its 60-spoke wheels, Intruder is mean, clean and classic.

And underneath Intruder's heart-thumping good looks Suzuki packed the leanest 45° V-twin on the road.

That's what grabbed my soul. 'Cause when I'm riding my Intruder I become an Intruder. It's like we were made for each other. Like we're one single moving part.

Man, the difference between my Intruder and every other bike on the street is as plain as black and white.

THE 1986 INTRUDER VS700GL: 699cc, 4-stroke, liquid-cooled, 45° V-twin, 8-valve TSCC. Maintenance-free automatic cam tensioners and electronic ignition. Low maintenance hydraulic clutch, smooth shaft-drive. Seat height, 27". Intruder is also available in black with flat or pullback handle bars.

Suzuki wants every ride to be a safe one. Always wear a helmet, eye protection and riding apparel. Call the Motorcycle Safety Foundation at 1-800-447-4700 for a riding course near you.

SUZUKI®

WORKS LIKE A SINGLE MOVING PART.

Guest Editorial

The Trouble With Trikes

Out of the mouths of babes.

• And a little child shall lead them, and his name shall be—William.

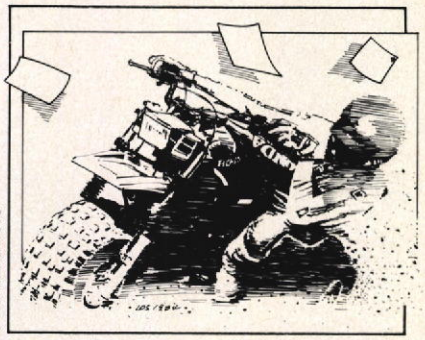
In case you haven't heard this version of the Scriptures, little William is a 4-year-old road warrior who managed to make the back pages of your local newspaper several months back, by roaring about the placid streets of Chesapeake, Virginia, aboard his light-blue Yamaha three-wheeler. Little William's downfall came after he led them, meaning the local police, to grandma's house, where apparently his valiant but futile attempt to barricade himself from the long arm of the law was broken by a short finger on the doorbell. Although William might have learned a sad lesson about the limits of grandmotherly devotion (James Cagney never would have holed up at grandma's house), he can at least take solace in the fact his ride might have provided a beacon through that dark cloud looming on the horizon of the All-Terrain Vehicle industry.

A major source of precipitation can be found in the form of the Consumer Product Safety Commission, an independent governmental agency, that has pointed out that users of ATVs (they haven't yet made the distinction between three- and four-wheelers) are wracking themselves up at an alarming rate. According to the CPSC, hospital emergency rooms welcomed ATV users an estimated 78,000 times during the first nine months of 1985, compared with 8585 for all of 1982, when sales were just starting to skyrocket. Since 1982, 324 people have died, according to the same reporting system.

As a result, the CPSC has cast its myopic eye on the subject. The commission's final action could range anywhere from asking the industry to establish a voluntary set of standards, to calling for a complete ban on ATVs and a recall of those already sold.

To pinpoint the other source of gloom, one has only to go back to the late '60s when the movie "The Graduate" was playing, when a youthful-looking Dustin Hoffman, in the guise of Benjamin Braddock, was standing near the pool while a well-intentioned friend of the family was advising him: "Plastics."

Well, what you didn't see was the graduation party next door, where Reginald Slater III was getting two words of advice from his obviously more high-



© 1986 JOE SAPUTO

boot consultant.

"I'm just going to say two words to you, Reginald," the oracle, clad in a red blazer and matching nose, might have said—"product liability." Actually, since the guy was bombed, it probably came out something like "producklibilly," in which it would be one word, but you get the idea.

Reginald certainly did, because while Benjamin Braddock doubtless went on to get wiped out in the plastics industry after petroleum prices went higher than an oil sheik's penthouse, Reginald joined the Young Republican Club, got a law degree from Harvard and made his first $400,000 representing the family of a man who died of gangrene, after cutting himself with a popular brand of hunting knife. A design defect, it seems, had left the device dangerously sharp on one edge. So it was—and so it is that Reginald and others of his chosen field of expertise have cast a bereaved, but professional eye on ATVs.

If nothing else, the CPSC and Reginald have created enough of a stir to shake the ATV industry from its sales-induced stupor. The industry-sponsored Specialty Vehicle Institute of America together with Honda, the largest manufacturer of three-wheelers, last year dispatched former women's motorcycle champ and current "mom," Gale Webb, on a 28-city tour to tout proper ATV training so that little Melvin won't get his arm broken and Honda won't get its front fender in a wringer. And the Specialty Vehicle Institute of America is hard at work on those voluntary standards demanded by the CPSC.

The underlying message is, of course, you can't legislate safety, unless you want to confine every human being to quarters at the time of his or her very sanitary birth, and issue each of them a full-coverage Snell '85 approved helmet for the shower. So, I've come up with the perfect solution to the whole controversy, and frankly, I'm surprised it hasn't been mentioned before.

It's ridiculous to try to protect people from themselves, because they will either: a) ignore the law, which leads to mass civil disobedience, which also is a lot of fun, or b) find something equally stupid to do (like in this instance, someone would invariably develop the one-wheeler to get around the import ban).

No, what's needed here is an image campaign, a silly-image campaign, really. Three-wheelers aren't bad. They're just inane, particularly as racing vehicles. Imagine combining the engineering principles of the motorcycle with the handling properties of the outrigger canoe and then creating a class for its progency to race in. Well, OK then, just imagine a three-wheel ATV. There's nothing at all wrong with promoting an off-road vehicle that is basically god-awful fun, in the same light for which nature had intended it—in this case, pleasure riding, slow pleasure riding. But if your aim in life is to go anything past 5 mph on a straight line, you need to be on two wheels or four. Two are more fun, but there isn't time to go into that further here. Three wheels lack the maneuverability of two and the stability of four, which doesn't leave a whole lot of positive middle ground.

So this is where our hero from Virginia comes in. I figure little William can be made the three-wheeler poster child, so to speak. Only, happily, in this case, he becomes the poster child before any crippling disease has altered his promising little life. Whoever gave him his three-wheel doomsday machine could be shown sitting down with him and explaining the proper way to ride a three-wheeler, ergo slow and out of traffic. Another ad might show a grinning little William seated on his ATV and saying something like, "I don't have to run to grandma's anymore—I know the rules."

And lastly, just as a favor to me, they could have little William astride his little three-wheeler staring longingly through the window of his Honda dealer at a brand new CR80 with its two virgin knobby tires, and thinking wistfully to himself, "They never woulda' caught me."

—Terry Cornelius

Now YOU Can Be A MOTORCYCLE MECHANIC

LEARN AT HOME IN SPARE TIME WITH NO PREVIOUS EXPERIENCE

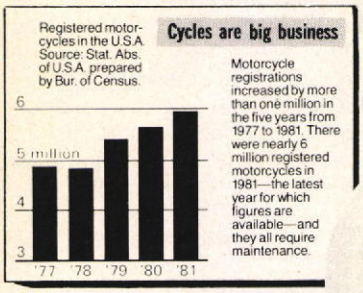
Experts show you what to do, how to do it... guide you every step of the way to become a skilled motorcycle mechanic.

Work Out of Your Home

We show you how to start in spare time at home—or if you'd rather, get the knowledge you need to apply for a job working for someone else.

If you like to ride a bike for fun...learn how to fix it for profit! Can you imagine a better way to earn your living whether you choose to work in a cycle shop for somebody else or decide to start your own cycle repair business. Now, thanks to North American, there's a fast, easy way to get training at home in your spare time. No need to quit school or job. Experts show you step-by-step everything from minor tune-ups to major overhauls.

New Motorcycle Riders Year After Year


Cycles are big business
Registered motorcycles in the U.S.A. Source: Stat. Abs. of U.S.A. prepared by Bur. of Census.
6
5 million
4
3
'77 '78 '79 '80 '81
Motorcycle registrations increased by more than one million in the five years from 1977 to 1981. There were nearly 6 million registered motorcycles in 1981—the latest year for which figures are available—and they all require maintenance.

SEND FOR FREE FACTS

Wrenches, sockets, test instruments and more... You Get Everything for a Fast Start!

Your Future is in Your Own Hands — You can decide for yourself whether you want to work for someone else or get into your own cycle repair business. Start in your spare time repairing cycles at home—or get a job with a motorcycle shop! After you've been a working mechanic, you can decide whether you want to start your own repair business.

You'll Be the Center of Attraction in Your Circle of Friends—Enjoy the admiration of friends and neighbors as they flock around to watch you tear down and tune up all kinds of motorcycles. And just think of the satisfaction in knowing you've got the best performing bike in town. Plus, you can make extra dollars fixing motorcycles for friends, neighbors.

Motorcycle Shops Employ Qualified Mechanics. Has your bike ever been out of action waiting for needed repairs? Some shops don't have enough mechanics to take care of everyone as fast as they like.

Graduation from this course does not insure that you will get a job. To find out how our graduates have done, send for our job placement record.

FIRST FOLD HERE

T54B

FIRST FOLD HERE

NO POSTAGE NECESSARY when you mail this ENTIRE Postage-Paid ad

To Mail—Fold ad in following manner:

1. Remove entire page—tear or cut on dotted line to left
2. Fold page in half on 1st fold lines
3. Fold page again, on 2nd fold lines
4. Tape or glue the 3 open sides and drop in the mail box today.

SECOND FOLD HERE

NO POSTAGE NECESSARY IF MAILED IN THE UNITED STATES

SENT FREE
Rush FREE color brochure and full information on how I can learn Motorcycle Repair. No salesman will visit.

Special Cycle Tools and Test Instruments included to start you fast! We teach you how to use wrenches, sockets, impact screwdrivers, timing lights, compression gauges, vacuum gauges, degree wheels, wrench sets and much, much more. These are yours to use during your training . . . and yours to keep in your action packed career as a motorcycle mechanic.

Motorcycle Sales Mean Profits for Repairmen

Cycles are big business...and so is fixing them! There are nearly 6 million motorcycles registered in the U.S. today. Plus an estimated million more dirt bikes. No wonder there is work for the skilled repairman.

Name _____ Age ____

Address _____

City/State/Zip _____

Phone No. ( ) _____

NORTH AMERICAN SCHOOL OF MOTORCYCLE REPAIR
925 Oak Street, Dept. EM016 Scranton, PA 18508-9989

SECOND FOLD HERE

BUSINESS REPLY MAIL
FIRST CLASS Permit No. 1000
Scranton, Pennsylvania

Postage will be paid by addressee

NORTH AMERICAN SCHOOL OF MOTORCYCLE REPAIR
925 Oak Street
Scranton, PA 18508-9989

REMOVE AND MAIL ENTIRE PAGE

LETTERS *Radar bleeps, Milwaukee contrasts and Formula concoctions.*

DETECTING AN ANGLE

Your "Radar Detector Shootout" (December 1985) was something I've been waiting to see for some time. The tests were well-thought-out.

The photographs, however, revealed detectors mounted at angles greater than 25 degrees from horizontal. Microwave antennas are by nature very directional, one way to achieve great sensitivity. Such an angle points the antenna at pavement instead of the signal source, reducing long-range sensitivity.

The graphs weren't properly labeled, either, and were difficult to believe. Did the horizontal numbers mean miles, light years or microvolt sensitivity per square inch? Your radically different results from straight line to over the hill indicated other variables were involved—different mounting positions, battery voltage and transmitter angle.

Mark E. Volkomener
Anaheim, California

The variables were the same for each detector, so the relative distances—in miles, by the way—were valid—ed.

OFF TARGET

I'm Florida's assistant motorcycle safety coordinator and a training specialist for the Institute of Police Technology and Management. I also instruct police radar courses nationwide.

Your radar article missed the point on one issue. Because of its small frontal area, a motorcyclist has a better chance than a car driver of detecting a radar beam before being picked up by the radar.

Also, a new radar unit has been developed that will clock vehicles while the patrol car is moving in the same direction. We're evaluating one here, and it works well.

David Willhoite
Jacksonville, Florida

We'll remember that next time we're in Florida—ed.

MISSING PAIR

Your test on radar detectors was informative, but you failed to test the Fox XKMR or the Maxon RDI Supernet. Don't tell me: They didn't arrive before the test. Both detectors were advertised on page 54 of the December issue.

And why didn't you inform readers of how close your test motorcycles were to the radar gun before it registered a speed? The staff of one of your competitors had to get within 0.2 mile before an accurate speed could be registered.

Mark Schmitt
Savannah, Georgia

Funny, those guys usually have to get closer than that for any kind of accuracy—ed.

PASSING THOUGHT

In reading your comparison test on various radar detectors, I was very suprised that no one thought about including the Passport manufactured by Cincinnati Microwave.

Dario Julian Salguero
Columbus, Texas

MEDIUM RESPONSE

In your radar-detector report, you missed a good chance to tell us not only how close we have to be before police radar can lock on to us, but also how fast we have to decelerate to prevent lock on once our detector goes off. How does a cycle compare to a car? How much good is a radar detector when you're runing twice the Double Nickel? Your article was well done; it's just that some of us have these "unusual" conditions sometimes.

Ralph Kissel
Huntsville, Alabama

You don't need to tell us that—ed.

NO COMPARISON

I'd hate to get your mail after the nice things you said about Harley-Davidson (December 1985). The rice burner fraternity certainly will respond.

You can't compare Harleys to Japanese road burners. It's like trying to compare a cherry '32 street rod with a 300 ZX; they're both good machines, but for different tastes.

I've found the perfect solution. I have a Yamaha, a Moto-Guzzi and an FXRS Harley, a machine from Japan, Europe and the good old United States. No one, or everyone, can be mad at me, depending on how you look at it. But on a day when I want to feel cool, look cool and have a great time, I ride the Harley.

Robert Butler
Truckee, California

MAPLE LEAF'S RAG

Your review of the H-D Low Rider FXRS Sport Edition made me sick. You aren't fooling anyone. You only put in a good word about that bike because it's supposedly better than most of what H-D puts out, and you're sick of getting slapped in the face by meathead H-D riders for cutting up their pride.

Let's face it. Harleys not only don't compare in any way to Japanese bikes, but they're a disgrace to motorcycling. Start telling it like it is. It's a good way to keep me and many others like me reading your magazine.

Terry Moselhy
Toronto, Ontario
Canada

There's more *out there like you?—ed.*

A FAST ONE

On page 37 of the December 1985 issue, you show a 750 turbo doing 143 mph at 6100 rpm. How come my 750 turbo takes twice that rpm to do almost that speed? Could it be they replaced the 46 tooth sprocket with a 22 tooth sprocket?

All seriousness aside, in the same issue on page 59, you mention a $2100 bicycle. I've studied all the pictures and have one question: Where is the bike?

Turbo Dave
Rochester, New York

MIXED REVIEW

I was quite surprised and disappointed after reviewing the 1986 models in your December 1985 issue. Manufacturers are missing a major technological advancement introduced last year by Yamaha.

Critics praised the handling characteristics of the V-Max, no doubt partially caused by locating the fuel tank low in the seat. It appears Yamaha will incorporate a similar system in the new FZX700 Fazer. But lowering the center of gravity would seem a priority on all dirt and street bikes of all manufacturers.

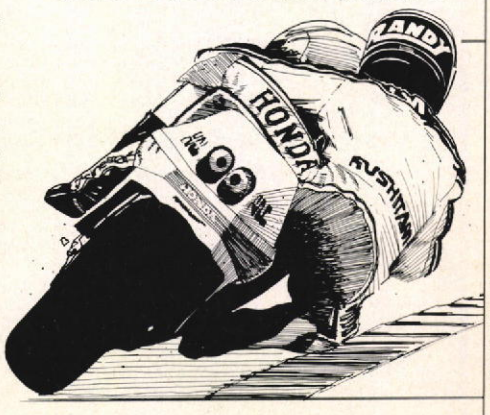
I believe Yamaha has marked the beginning of bold frame concepts involving center of gravity; the others are blowing it. Then again, there is 1987. . . .

John V. Schmidt
Rancho Palos Verdes, California

There's also Honda's Gold Wing, which has had an underseat tank since 1975—ed.

NO. 1 FORMULA

I picked up the December 1985 issue to view the '86 rocket ships and was thrilled to see a few more pictures of



© 1986 JOE SAPUTO

Roberts, Mamola and Baldwin at Laguna Seca. But I'm distressed about F1's bout with death in the United States.

I was born and raised 15 miles from Laguna Seca, and I show up at F1 weekend. Twice I've traveled from Eugene, Oregon, on a student budget, and last year's ticket was damn near twice the price of previous years. Fine, but where's Eddie? Where's Freddie? Seems a price jump like that calls for world champs. And as for the King, I'll never miss an F1 race at Laguna Seca as long as Roberts rolls out onto the grid. Long live F1, and the riders who make it so real.

Richard Moger
Eugene, Oregon

RACING BIAS

I joined the AMA last year because I wanted to further U.S. motorcycle racing, mainly roadracing since I ride a 1982 Honda CB900F.

The AMA is pretty much abandoning F1 in 1986 to force more interest in Superbikes. I've heard excuses, but I want to see the fastest, top-of-the-line machinery. As far as I'm concerned, that's F1.

I've lost the urge to attend Speed Week in Daytona, since Bill France has dropped the F1 race. I also won't renew my AMA membership until it supports *all* forms of racing; 22,000 people at the 1984 Road America, 80,000 at Laguna Seca, as well as Roberts, Mamola, Baldwin and Clark can't all be wrong.

Gary Bowline
Tulsa, Oklahoma

OPEN INVITATION

Here in Canada, I have been idly awaiting the NS400R, and now it's here. The first one was supposed to have arrived at our local Honda dealer at the end of November. So I have a suggestion to make: This summer, go for a long, long vacation here in Canada.

Colin Morgan
Sidney, British Columbia
Canada

And be sure to stop by and see Moselhy—ed.

APPLES OF DISCORD

Here's another example of the appearance a few bad apples give other riders. The "New York Daily News" reported University of California at Davis doctors reviewed the records of 51 motorcyclists treated there after accidents. More than half were drunk going into the hospital, and three-quarters had no insurance.

Of the $17,704 average medical cost per patient, 72 percent came from the state, 10 percent from other tax-based sources and 17 percent from medical insurance companies. The riders themselves paid less than 1 percent of costs.

I'm not at all for much government intervention in my life. But it seems obvious that as long as some of us go around driving drunk or without the proper equipment, the public will have little respect for the image of motorcycling.

M. J. Class
Staten Island, New York

POLL PUSHER

I know it's early, but I want to nominate the new 1100 Sportster for Bike of the Year. Admittedly, all is not new on the bike, but the engine has superlative streetability and useful torque. The engine not only provides the necessary motivating force, but is also the oft-alluded-to quintessential part of any motorcycle. What better engine than this fine Harley alloy?

Robert J. Taylor
Drexel Hills, Pennsylvania

'AT'S A BIKE

In these days of high-tech Japanese superbikes of the week, how refreshing to see a motorcycle of lasting value *and* manufactured in another country take home a significant roadracing title. I refer to Dr. John's Team Moto Guzzi, captained by John Wittner, who after appearing in the winner's circle eight times, emerged as overall champion in the AMA/CCS 13-event endurance roadraces.

The LeMans 1000, based on a 20-year-old design—with two cylinders, a total of four valves and pushrods, of all things—beat the best Japan had to offer, including Ninajs, Interceptors and FJ1100s. It would appear that this low-tech Italian upstart has truly stripped the emperor of his clothes. The proof is in the pasta.

Barry Cooper
North Hollywood, California

All letters must include the writer's name and address. Letters will be edited for length. Due to the volume of mail received, we regret we are unable to give personal responses. •

Questions or comments? You can talk with the CYCLE GUIDE staff by calling (213) 328-5700. Phones will be answered Monday through Friday, 9 a.m.—5 p.m., Pacific Standard Time.

CELEBRATE 100 YEARS OF MOTORCYCLING!

☆ See a working replica of the very first motorcycle, the 1885 Daimler, and many other vintage and classic machines.
☆ See the newest 1986 motorcycles, 3- and 4-wheelers from Honda and the major manufacturers.
☆ Plus a motorcycle film festival featuring On Any Sunday.

THE GREAT AMERICAN MOTORCYCLE & ATV SHOWS

*FORT WORTH January 3-5, 1986
Tarrant County Convention Center

LOS ANGELES January 10-12, 1986
Los Angeles County Fairgrounds

ATLANTA January 17-19, 1986
Atlanta Civic Center

*SAN FRANCISCO February 7-9, 1986
Cow Palace

CHICAGO February 14-16, 1986
O'Hare Expo Center

PHILADELPHIA February 21-23, 1986
Valley Forge Convention Center

NEW YORK February 28-March 2, 1986
Nassau Coliseum, Long Island

*With indoor motocross and ATV races

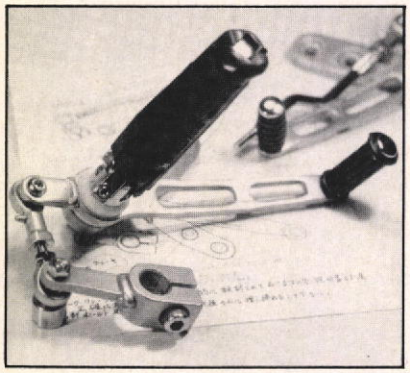
FOR MORE INFORMATION: (714) 675-0132

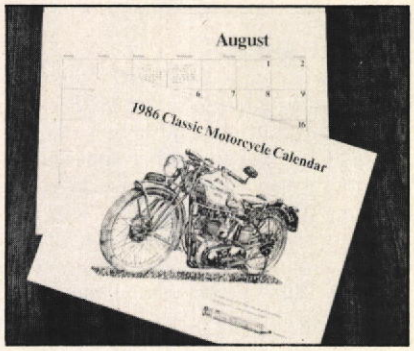
BRING THIS AD WITH YOU AND GET $1 OFF REGULAR ADULT ADMISSION.

Motomart

Shop and go.

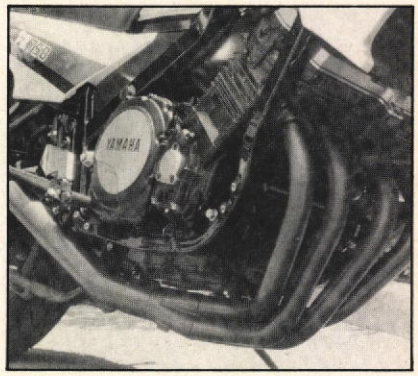
Get Down: And get back, too, with Champion Moriwaki's rearset footpeg kits. Available with standard pegs for street riding or short pegs for racing, Moriwaki rearsets feature adjustable Heim-joint linkage, and Champion Moriwaki stocks a full line of replacement parts, as well. Available to fit most popular motorcycles, the kits carry suggested retail prices starting at $189.95. You can order from your dealer or contact Champion Moriwaki USA, Dept. CG, 1590 Newport Blvd., Costa Mesa, California 92627.



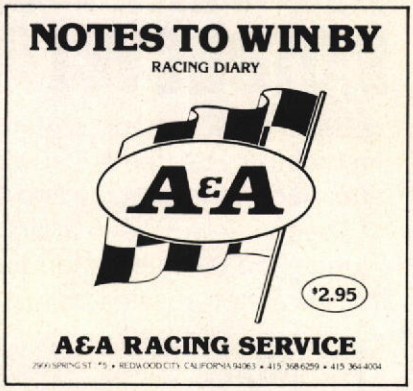


A Vintage Year: You might think there's no way to bring back the golden years of Matchless, Vincent, Norton, Velocette and Excelsior motorcycles, but 1986 can still be a classic year with this calendar from Jamiol's World. The calendar features 12 illustrations of these and other classic bikes, drawn by illustrator Paul Jamiol. And like some of the bikes, this calendar—printed in a limited edition of 2000 copies—might become a collectors' item. Time flies, so get your copy by sending $5 to Jamiol's World, Dept. CG, P.O. Box 281, Winchester, Massachusetts 01890.

Pipe Dreams: If your Yamaha FZ750 still leaves your visions of high speed unfulfilled, try bolting on Yoshimura's PRO-Series Racer Replica exhaust system. This four-into-one pipe lets you retain your bike's centerstand and still provides access to the oil filter. The system offers a choice of three baffles, and is painted with Kal-Gard black with the silencer canister finished in either aluminum or black. Suggested retail for the PRO-Series FZ750 pipe is $230 from Yoshimura R&D of America, Dept. CG, 4555 Carter Court, Chino, California 91710.

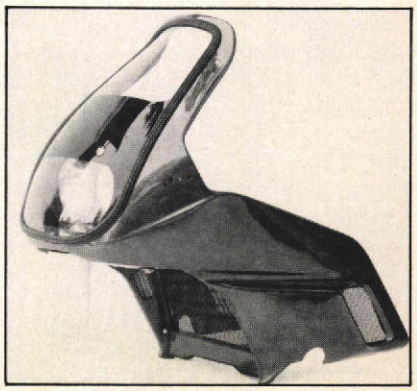


Jacket of the Year: The new Aironot leather jacket from Esprit might be the only one you'll need all year. It features a snap-out aluminized Thermoliner lining and gathered cuffs and waistband for cold weather riding, and when temperatures climb, zippered front and back vents help keep you cool. Available in black in sizes S–XL, the Aironot carries a suggested retail price of $189.95. To learn more about the Aironot, contact Esprit, Dept. CG, P.O. Box 11591, Portland, Oregon 97211.

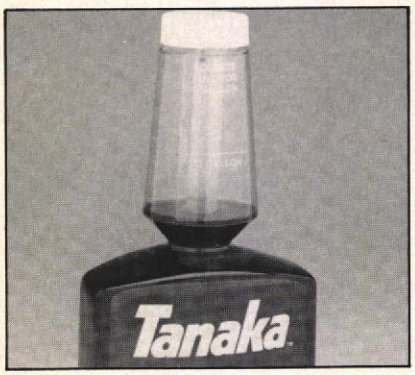


Noteworthy Achievement: Some racers are so busy concentrating on how to go fast during a race, they can't remember how they did it after the race. So A&A Racing Service came up with "Notes to Win By," a journal in which you can record all the information pertinent to making your racebike go fast, including lap times, gearing charts, preparation checklists and maintenance records. The book sells for $3.65 from A&A Racing Service, Dept. CG, 2900 Spring St., No. 5, Redwood City, California 94063.

Long-Distance Operator: If you want to talk to someone far away, you can do it by phone, or you can Sprint on over. The Sprint fairing is available in full- or half-length for the Laverda RGS and Jota, or half-length for BMW R and K-models (shown), and includes two prewired 130mm Cibie halogen headlights on a subframe that bolts to the bike's steering head. The fairing retails for $750, color-matched to stock paint. For more information, contact Slater Bros., Dept. CG, P.O. Box 1, Mica, Washington 99023.

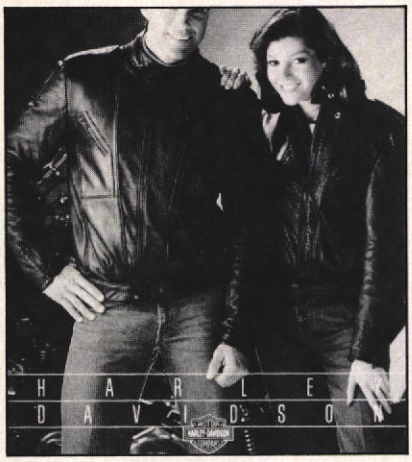


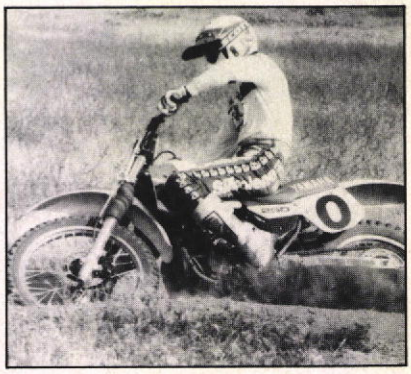
Motomart



A Little Squeeze'll Do Ya: Figuring the correct amount of oil to add to your premix can be enough to make you wish for a motorcycle with cams and valves. You can take the hassle out of premixing, though, with Tanaka's Perfect Mix two-stroke oil. Just squeeze the bottle, filling the graduated upper chamber, then pour the premeasured amount of oil into the gas. A 16-ounce bottle of Tanaka Perfect Mix sells for $2.99. For more information contact Tanaka, Dept. CG, 22121 Crystal Creek Blvd. S.E., Bothell, Washington 98021.

Free Harley Parts: Yes, all the free paper Harley parts you could ever want are included in this 24-page color catalog from Harley-Davidson, as well as paper accessories such as jackets, boots, helmets and jewelry items, and exclusive paper Screamin' Eagle high-performance parts. The real parts cost a bit more than the paper ones, of course, but the catalog itself is free from your Harley-Davidson dealer.

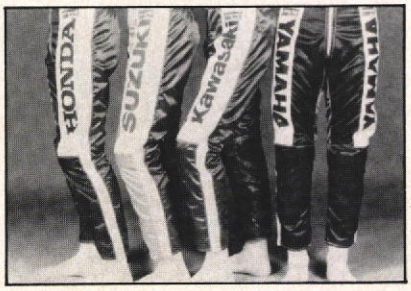


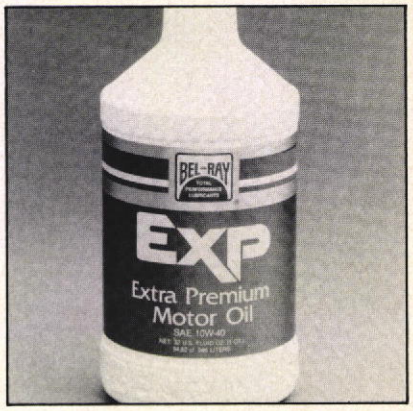


Camp Cross-a-lot: Don't spend another summer at the same old camp, making wallets and learning Indian lore; sign up for Donnie Hansen's motocross camp, instead. Hansen, the 1982 250cc National and Supercross champ, provides instruction on riding techniques for all types of terrain, obstacles and track conditions, as well as proper training and dieting. The two-day camp costs $199 and the four-day costs $399. Enroll by writing the Donnie Hansen Motocross Academy, Dept. CG, 11318 Olney Springs, San Antonio, Texas 78245.

Mite Light: Maybe you don't want to set the world on fire, but with the Survival Lite, a refillable miniature butane lighter, you'll be able to put the heat on any time. The Survival Lite is claimed to be waterproof and features a built-in compass, and a lanyard so it can be worn around your neck. Available in red, yellow, black, royal blue, white and aqua, suggested retail is $9.95 from Banning Enterprises, Dept. CG, 1921 Bellmore Ave., Bellmore, New York 11710.

What Was the Question?: If it had to do with off-road gear, Answer's Econo Pants might be the answer. Made from Cordura nylon, the Econo leggings feature removable, foam-backed plastic hip, knee and shin pads and a nylon inner liner. The pants come in factory colors—red-white-and-blue for Honda and Yamaha, blue-yellow-and-white for Suzuki and green-white-and-blue for Kawasaki—with the factory logo silkscreened on the leg. Available in sizes 22–36, the pants retail for $69.95. If you've got further questions, contact Answer Products, Dept. CG, 27967 Beale Court, Valencia, California 91355.





Kick the Can: Sometimes the messiest part of an oil change is opening the can of oil. But you can put away those screwdrivers and rusty pocketknives, because Bel-Ray EXP motor oil now comes in a shatterproof, easy-pour bottle. Bel-Ray EXP is available in most single grades, as well as 10W-40, 15W-40 and 20W-50, for a suggested retail price of $2.95 per quart. To learn more about EXP, contact Bel-Ray, Dept. CG, 10015 Muirlands Blvd., Irvine, California 92714.

THE LEAN
MACHINE.

POWER AND WEIGHT IN PERFECT BALANCE.

Lean into the curve. Feel the precision steering, the balance, the comfort. With handling that crisp and positive, it has to be a 500 Interceptor™—the motorcycle that established a new precedent for mid-sized sport machines.

The DOHC liquid-cooled 90-degree V-4 engine delivers 68 horsepower† at 11,500 rpm. It's definitely got the power.

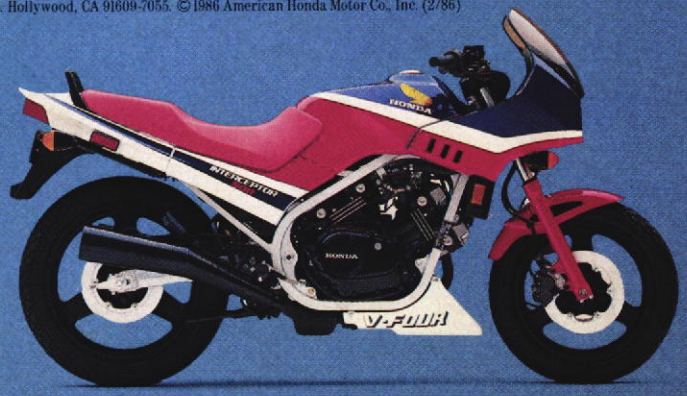
The engine's location in the specially designed rectangular section frame gives the Interceptor™ a low center of gravity. The exclusive Pro-Link™ rear suspension features an air-adjustable shock with four-way adjustable rebound damping. It handles like a dream.

Power and weight in perfect balance—an unforgettable riding experience waiting at your Honda dealer. 500 Interceptor: The lean machine.

RIDE LIKE A PRO.

That means using your head. And riding safely. Always wear a helmet and eye protection. Read your owner's manual carefully. Follow the rules of the road and always use common sense. Never drink and ride. Ride at a safe speed. If you're riding a new or unfamiliar machine, take it extra easy. Doing the right things makes riding a lot safer. And more fun.

The 500 Interceptor has a 12-month unlimited mileage warranty. See your local Honda dealer for complete details. Specifications and availability subject to change without notice. †SAE net taken at the crankshaft. California version differs slightly due to emissions equipment. Interceptor and Pro-Link are Honda trademarks. For a free brochure, see your Honda dealer. Or write: American Honda, Dept. 198, P.O. Box 7055, No. Hollywood, CA 91609-7055. © 1986 American Honda Motor Co., Inc. (2/86)



HONDA MOTORCYCLES

FOLLOW THE LEADER

RIDING IMPRESSION:

Suzuki GSX-R1100

You can almost hear the crowd roar.

BY JERRY SMITH

PHOTOGRAPHY © 1986 MUSH EMMONS

Sport riders in search of the Perfect Ride traditionally shy away from the literbike class, and it's not hard to see why: Most sporting big-bores, though endowed with dyno-bending horsepower and capable of prodigious speed, also tip the scales at well over 500 pounds dry. In addition, many heavyweights now give up a measure of sporting ability in favor of a soft suspension and compliant ride. So as sportbikes like the 900 Ninja or VF750F Interceptor lose their razor's edge in the transition to the liter class, knee-dragging enthusiasts search harder each year to find a literbike with both the pavement-rippling horsepower they expect and the full-combat handling they demand.

That search for a no-compromise sporting big-bore might well have ended, though, and the answer to enthusiasts' prayers comes from what might seem like an unlikely source, as well—Suzuki, a company long known for building literbikes of noteworthy capabilities, but that nonetheless lacked the hard-edged sporting charisma to appeal to die-hard knee-draggers. But one look at the GSX-R1100 will convince anyone that not only has a manufacturer finally decided to build a leading-edge, no-compromise 1100 sportbike, but that all its previous efforts—and those of the competition— seem pale by comparison, as well.

Continued

The GSX-R gets down to business in Turn Nine

New 1100 rates a perfect 10 at Laguna.

The GSX-R1100 is so serious a motorcycle, in fact, and its sporting focus so narrow, that owning one might be the next best thing to being on Suzuki's roster of go-fasters-for-hire. From its twin halogen headlights to the tip of its four-into-one exhaust, the R1100's racetrack-bred styling promises nothing but performance. Settle into the cockpit, grab the cast-aluminum clip-ons, thumb the starter button and run the free-spinning engine up through the gears. The big-bore Suzuki accelerates as though the hounds of hell were snapping at its heels. And that's not all: Suzuki's claims of a 434-pound dry weight and 130 horsepower add up to the kind of power *and* handling seldom found this side of a factory ride—the kind to make your most outrageous sporting dreams come true.

Suzuki engineers share these dreams, too, because the R1100 lacks little more than numberplates and safety wire to look—and feel—right at home on any roadrace course in the world. A close look at the R1100's lean chassis, huge front discs and swoopy bodywork suggests that Suzuki's intent might have been to build a front-line endurance roadracer first, and a streetbike second—not that the company went to great lengths to prove otherwise, considering the GSX-R1100 debuted at Laguna Seca. And while a racetrack isn't the best place to evaluate a motorcycle's overall streetworthiness,

the R1100's speed and agility around that tight, demanding course nonetheless speak volumes for how well Suzuki succeeded in tapping the innermost desires of sporting riders.

First and foremost, those die-hards lust for speed, and if you count horsepower instead of sheep at night, the R1100's engine is the stuff of your dreams. Based on the GSX-R750's engine, a powerplant with impeccable credentials in endurance racing, the R1100's engine borrows the R750's new TSCC (Twin Swirl Combustion Chamber) cylinder-head design, which is more compact and more efficient than earlier TSCC designs. Naturally, the R1100 has a bigger bore (76mm, up from the 750's 70mm) and stroke (58mm compared to the 750's 48.7mm), as well. And finally, a rack of 34mm flat-slide CV carburetors replace the 29mm flat-slide/needle units of the GSX-R750 (though U.S.-spec 750s use 31mm CVs), and help back up Suzuki's claim that its newest big-bore boasts the strongest engine available in any production sportbike.

The GSX-R reflects current race-think from headlight to taillight.

And it's easy to believe that claim as you swing out onto the track and accelerate up the front straight toward Laguna's Turn One. When the R1100's tach needle swings into the upper rev range, a torrent of power cascades out of the big Suzuki like doubletalk in an election year. The R1100's prodigious appetite for Laguna's straightaways rivals that of Godzilla's for Tokyo, and there's more than enough power throughout the spread to make up for a missed shift or too-high gear selection. Whack open the throttle and the R1100 lunges from corner to corner with the ferocity of a junkyard dog.

That staggering acceleration doesn't come from sheer power alone, though. Suzuki engineers wanted a heavyweight on the dyno but not on the scales, so they took another traditional racebike route to speed and pared the weight of the R1100's internal engine components wherever possible, resulting in a claimed weight for the R1100's engine of 180 pounds, 52 pounds less than the GS-1150's claimed figure.

With this substantial weight savings in hand, Suzuki engineers could easily have added liquid-cooling to help the new engine cope with its colossal power output. Instead, they opted for the oil-cooling system pioneered in the GSX-R750. Suzuki's Advanced Cooling System (SACS) utilizes oil as a cooling medium, and has two sepa-

Continued

The GSX-R1100 gobbles up straights with the ferocity of a junkyard dog.

rate oil pumps, one to pump oil to the cylinder head at a maximum rate of 22 quarts per minute, and the other to supply oil to the transmission, crankshaft, pistons and top end. And in addition to helping the R1100 keep its cool at high engine speeds, SACS eliminates the need for the added complexity of a water pump, fan and coolant.

The emphasis on light weight didn't stop at the engine: Chassis lightness played no less an important role in the R1100's design. As a result, the R1100 emulates current race-think with its square-section, all-aluminum frame, which boasts a claimed weight of only 28.2 pounds. And if you need any additional evidence of the seriousness of the R1100's sporting intent, consider this: Its swingarm pivot and front and rear axles are not only chrome-moly steel, they're hollow, as well—a trick usually employed only on racebikes, where fewer ounces translate into faster laps.

And on the racetrack, the extra time and effort spent dipping into racing's bag of tricks pays off in spades. When you run out of straightaways—and it doesn't take long on the R1100—you can throw the big Suzuki into corners with abandon, its linear steering letting you set your line with precision. In addition, once the R1100 is arcing through that line, it takes an act of Congress to budge it without your consent. Part of the credit for the bike's surefootedness goes to its tires. Its 110/80-18 front and 150/70-18 rear wheels are shod at the factory with either Dunlop or Bridgestone radials, reflecting Suzuki's desire for the R1100 to be equipped with rubber as advanced as the rest of the bike.

That same philosophy is reflected in the R1100's suspension, too. The 41mm front fork features a new anti-dive mechanism, activated by a sensor in the front brake lever. Since the R1100 triggers its anti-dive electrically rather than by brake-fluid pressure, braking feel is unaffected by the anti-dive units, and the R1100's resistance to nose-dive is notably improved over previous Suzukis. The R1100's rear suspension represents a departure from previous big-bore Suzukis, as well, with a new design Full Floater single-shock setup that uses an eccentric link between the swingarm and the bottom of the shock, rather than the top. This new setup performs flawlessly; even through the bumpiest corners Laguna Seca has to offer the 1100 slices through the apex with unruffled calm.

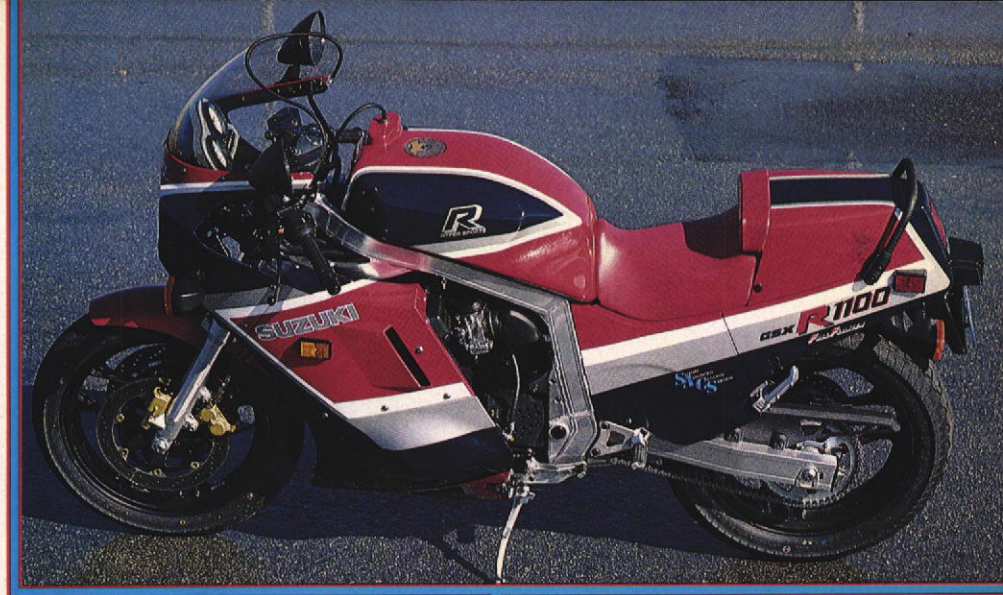
On the way into and out of those corners, though, the R1100 lets you in on some of the compromises involved in crossbreeding a racebike with a streetbike. Like its hard-stopping endurance-racing ancestors, most of the R1100's impressive braking ability is concentrated in the two massive 12.2-inch floating front disc brakes, each with its own four-piston caliper. And they work so well, refusing to fade stop after tire-howling stop, that they quickly illustrate why the rear brakes on GP bikes get smaller each year. Using the R1100's front and rear brakes simultaneously while banking into a corner can initiate a heart-stopping slide as the weight transfer unloads the rear wheel. During testing at Laguna Seca, the front brake alone was entirely up to the task of checking the R1100's speed entering corners. On the street, however, the rear brake's sensitivity isn't likely to be a problem for any but the most aggressive, but it's precisely those riders Suzuki targeted with the GSX- R.

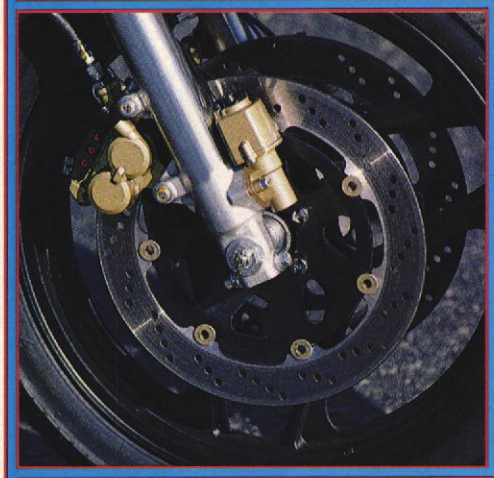
Those same demanding riders might find fault with the R1100's transmission, too, though not as much with its performance as with its number of ratios and their spacing. Despite the R1100's forgiving midrange, some will think that a bike with the all-out sporting intent of the R1100 demands a close-ratio six-speed, and riders who consider ten-tenths merely a starting point might wish for a more accommodating choice of ratios to close up the gap between second and third gears.

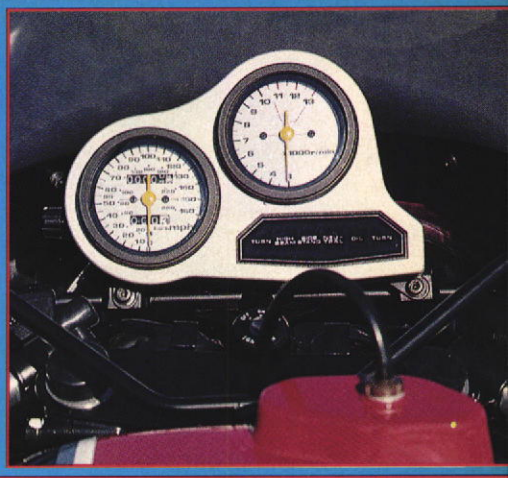
Those not so dedicated, however, might wish for a more accommodating seating position. After putting 1100ccs worth of sportbike in the R1100's 57.5-inch wheelbase, there isn't much room left over for tall riders. Although the rearset pegs are placed ideally for fast riding and generous cornering clearance, some riders will find them too high. And unless you use the GSX-R's considerable speed potential to create a cushion of air to support your upper body, your arms quickly tire of the bike's ultra-sporting crouch—it's a long stretch from the thinly padded saddle to the stubby clip-ons.

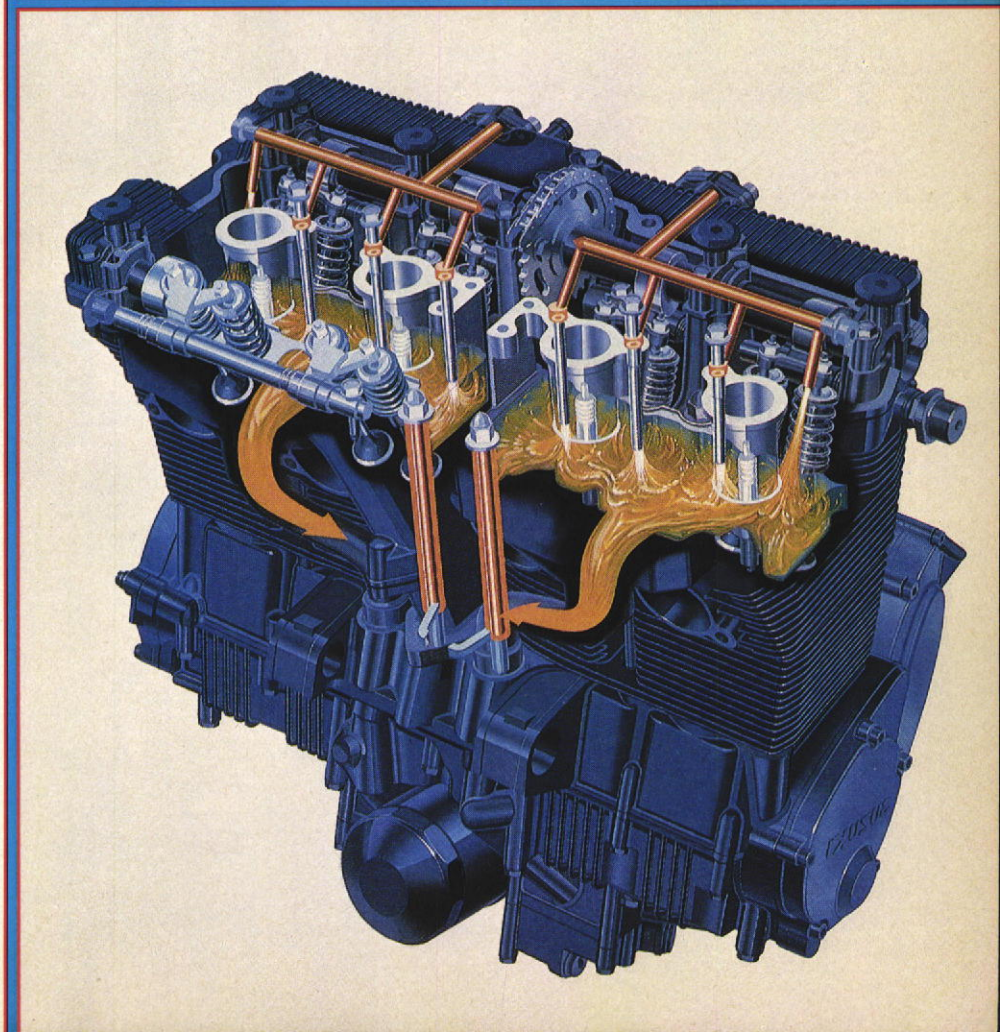
Those considerations seem insignificant, though, when the R1100 hits the heart of its powerband and your adrenaline starts flowing like beer at a bachelor party. And the thrills don't end when the roads get curvy. The GSX-R1100's handling is not only exceptional for an 1100, it's a revelation for any sportbike. This is a bike with something for flinty-eyed techno-freaks and snake-eyed knee-draggers alike, packed with more racebike technology and visceral thrills than any other big-bore motorcycle to date. If you're among those discerning sportbike riders who begrudge a motorcycle even the slightest dilution of its sporting purity, you'll find no cause for complaint with the GSX-R1100, from the first time you crack open the throttle and hear the battle-cry of 130 horses. And that cry is more than the exultation of a thoroughbred 1100 with the purest sporting focus in its class; it's a challenge for riders to match their own seriousness to that of the GSX-R1100. •

The GSX-R1100 has the Light Stuff —you provide the Right Stuff.









PREVIEW:

When nothing short of winning races will do.

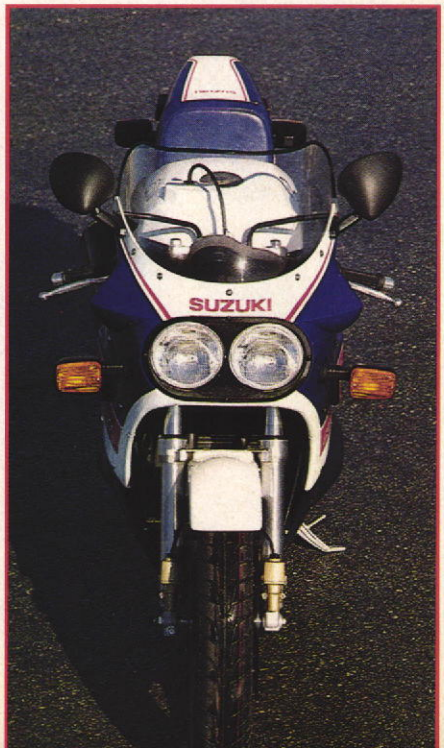
Suzuki GSX-R750R Limited Edition

BY DAIN GINGERELLI

Suzuki is accepting applications for its roadrace team. And while that doesn't mean you've got a snowball's chance of bumping Kevin Schwantz from Yoshimura's GSX-R750 Superbike, or that Team Hammer will schedule you for an all-day ride aboard its GSX-R1100, you can go racing on a bike that Suzuki has earmarked for privateer racing: the GSX-R750R Limited Edition.

Don't be fooled by turnsignals and a license-plate bracket, either—this is a racebike, pure and simple. Suzuki is serious about the Limited Edition's racing prowess, too. As one company representative said of the LE, "We developed the Limited Edition for two primary reasons: One, to go racing. And two, to offer something different."

This isn't the first time that a Japanese manufacturer has offered "something different," such as the LE, either. Honda was first out of the gate, with the Isle of Man TT-inspired Benly 125 in the early '60s. About 20 years later, when Eddie Lawson won the 1981 Superbike championship, Kawasaki turned out two Eddie Lawson Replica KZ1000Rs; one version was *styled* after Fast Eddie's championship winner; the other was *built* like it, and required a race resume with each customer deposit.



Suzuki's Limited Edition falls somewhere between the two Lawson replicas. It's more than just a marketing excuse to celebrate the GSX-R750's LeMans 24 Hour win last year, yet buying one doesn't require an AMA license. Still, it *is* a racebike, and boasts hardware not found on the standard GSX-R750. For instance, while the LE shares the same basic components as the GSX-R750, including an aluminum frame, claimed 100hp engine, and Bridgestone radial tires, the 750R noses ahead in its race to the track by virtue of a magnesium-alloy countershaft cover, racing-style dry clutch and a gold-plated chain (that's right, *gold*). And since passengers aren't considered racing paraphernalia, the R-model features a solo seat, and the passenger heatshield for the muffler is removed entirely.

Suzuki further hedged its bets with the 750R by upgrading the brakes and suspension over the GSX-R750's. A pair of 12.2-inch floater front disc brakes from the GSX-R1100 replace the 11.8-inch

standard binders, and should be more than up to stopping the claimed 388-pound LE under race conditions. Further, in the interests of optimum handling, the 750R's Full Floater rear shock absorber has a remote reservoir, and the fork has electronically controlled anti-dive (NEAS), features found only on the GSX-R1100 flagship. Finally, the LE's tires also are a step up from the standard 750's radials, too; the LE's Bridgestone radials carry a V250 rating (for constant speeds up to 250 kph, or 155 mph), compared to V240 on the GSX-R750.

Yet Suzuki doesn't figure every Limited Edition will end up on the racetrack. And so, to give the LE stature as a collector's bike as well, a special name plate is attached to the fairing of every GSX-R750R Limited Edition sold. Inscribed on each plate are the owner's name and the bike's serial number. Further differentiating the LE from the standard GSX-R is a special red-white-and-blue color scheme, accented with a dark blue seat and wheels.

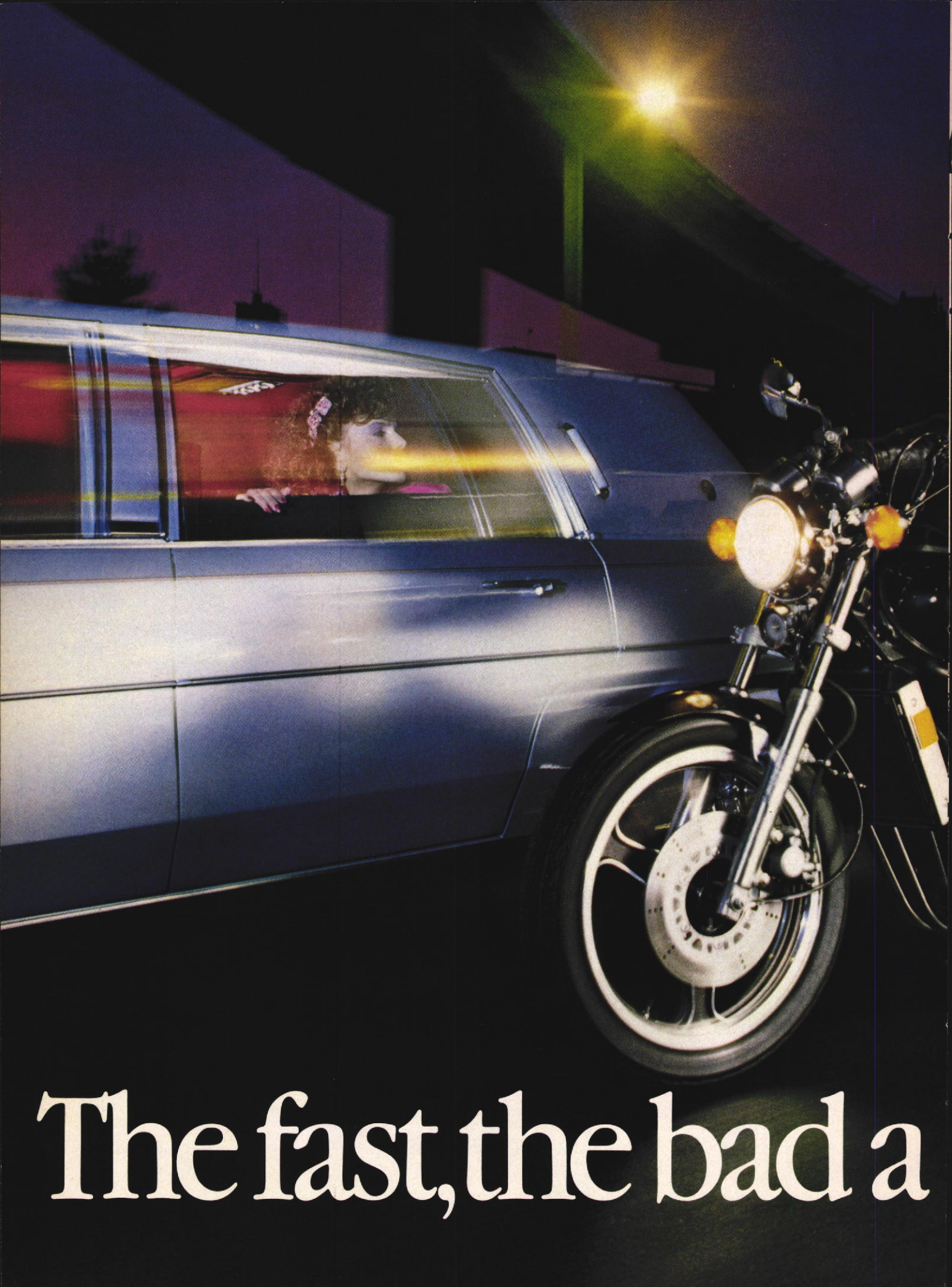
The Limited Edition might figure more into the plans of collectors rather than racers for another good reason: price. While Suzuki hasn't confirmed the LE's suggested retail price yet, one spokesman hinted that it will sell for about $6400, making it perhaps the most expensive Japanese sportbike on today's market. And considering that for most racers money is *always* in short supply, it doesn't take a CPA to deduce that the LE might find more favor with collectors than with racers.

Of course, those racers who do sign up for an LE stand a good chance of *winning* back some of their money from Suzuki. You see, Suzuki has a contingency program that dovetails right into the LE's marketing scheme. Basically, GSX-R750 riders can win as much as $1000 for a club race, and the U.S. amateur 750cc national champion takes home a hefty $7500 check from Suzuki—if the victory is aboard a GSX-R750 or 750R.

Considering that the standard GSX-R750 won box-stock production races in Europe and England with clocklike regularity last year, the Limited Edition promises to produce the same, if not better, results on American racetracks. Even before the green flag falls, the GSX-R750R has a hardware advantage over the standard GSX-R750. A rider looking to win in the box-stock 750 class shouldn't have to think twice about the pricetag on the LE. After all, the rules don't allow cutting corners in racing—even financial corners. •

PHOTOGRAPHY © 1986 MUSH EMMONS

While the Limited Edition spearheads Suzuki's privateer race effort, the GSX-R750 should carry its own spear on the racetrack just fine, thank you. Beyond its racing prowess, the GSX-R750 is destined to be one of the leading American sportbikes; like the LE, it's a little racier than it's street-born competition.



The fast, the bad a

nd the ugly.

Life in the streets is not pretty. Never has been. It's bike eat bike out there. And only the bad survive.

The ZL600 does what it has to do. And lives to tell about it.

It's a mean marauder. Tough, maneuverable, and quick on its feet.

Test ride a ZL600 now through May 31 and get a free pair of sunglasses. At participating Kawasaki dealers while supplies last.

With head-turning, breakthrough looks. Lower and longer than your standard night crawler. And a whole lot meaner.

750cc power injected into a 600cc engine—shaft-drive, liquid-cooled, 16-valve, dual overhead cams, In-Line Four.

The ZL's got a practical side too. Its middleweight size means that it sits right and handles light. It also means great insurance rates and price.

It was designed from the drawing table up to do two things. Make you feel good. And look bad.

The ZL600 obeys the laws of the jungle. Live fast. Love hard. Leave early.

To some, that's ugly. To others, it's beautiful.

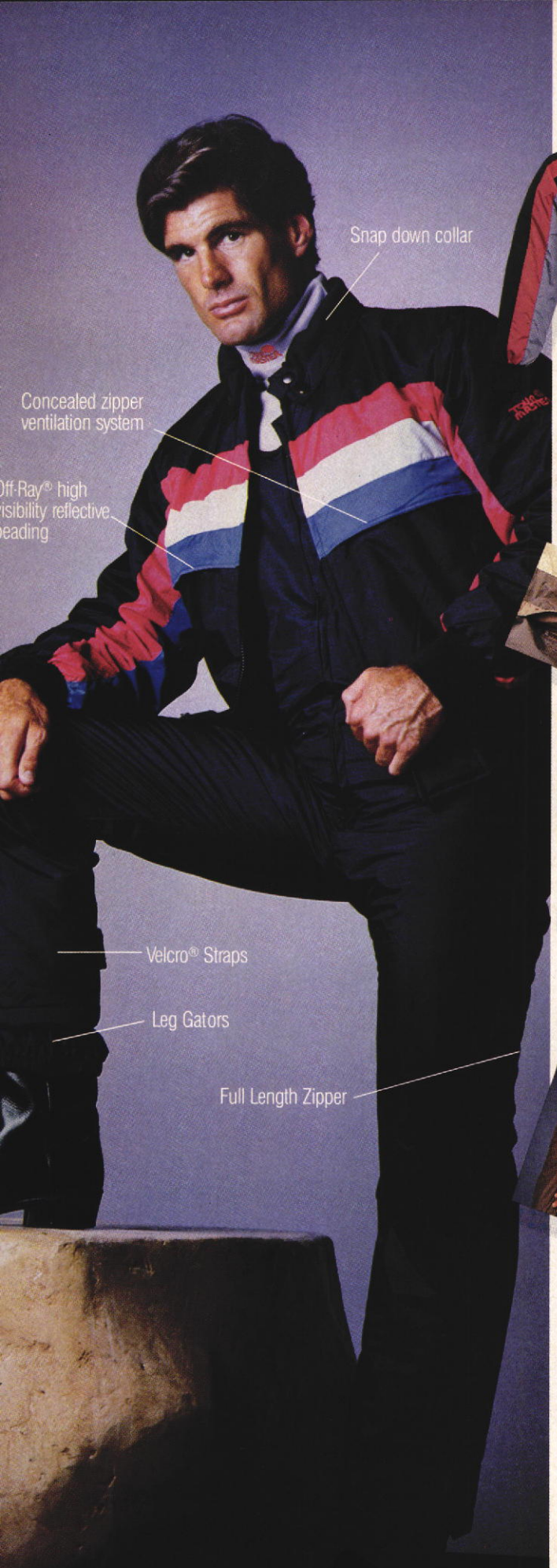
Kawasaki

Let the good times roll.

Dealer reserves the right to refuse to permit anyone to ride who, in dealer's opinion, is not competent to ride the vehicle. Specifications subject to change without notice. Availability may be limited. Always wear a helmet and appropriate apparel. Call 1-800-447-4700 for the Motorcycle Safety Foundation beginner or expert course near you.

MIC

TOUR MASTER REDEFINES THE THREE PIECE SUIT.



Tour Master introduces the first all season riding suit. Jackets featuring detachable inner liner with color coordinated pants form a complete riding system that's perfect in warm or cool weather.

THE TOUR MASTER TOP.

Our Sport Touring Jacket is tailored to 80's riding. A **hidden** zippered **ventilation system** allows air flow without billowing. Our **fully lined collar** snaps down for comfort and up for protection. **Extra large pockets** put everything in place. High visibility **Off-Ray®** reflective beading provides added protection. And our exclusive **Spandex Action Back** allows freedom in motion.

TOUR MASTER'S INSIDE LINE.

Our **Sport Touring Jacket liner** seals in warmth with **DuPont Thermolite®** insulation. Snap it in to keep out the cold, snap it out when the weather's fair.

THE TOUR MASTER PANTS.

Tour Master Sport Touring Pants are perfectly coordinated with the Jacket in both style and action. **Spandex panels** extend freedom of movement. **Leg gators** protect against wind and rain while **DuPont Thermolite®** insulation provides warmth. And our elastic back gives flexibility and maintains a tailored look.

Whatever the weather, the forecast calls for Tour Master.

Sport Touring Jackets:
Black Tri-Colors: Red/White/Blue Black/Grey/Red; S, M, L, XL
$129.95 Retail
Brown Tri-Colors:
Brown/Tan/Brown; XS, S, M, L, XL
$134.95 Retail
Includes Snap-In Liner.
Sport Touring Pants:
Black: S, M, L, XL
$119.95 Retail
Brown: XS, S, M, L, XL
$124.95 Retail

Offray
THERMOLITE

CALL NOW!

For ordering and dealer pricing information, contact one of the following *EXCLUSIVE* **Tour Master** Distributors:

West
Helmet House
2115 Colorado Avenue Dept. CG 2/86
Santa Monica, CA 90404
800-421-7247 Outside CA
800-352-7441 Inside CA

East
KG Engineering, Inc.
115 Front Street Dept. CG 2/86
Woonsocket, R.I. 02895
800-556-7355 Outside R.I.
401-765-0130 Inside R.I.

TOUR MASTER® APPAREL

GUIDE LINES

Cycle Guide's Monthly Chronicle of Scoops, Tips, Rumors and Hard Facts

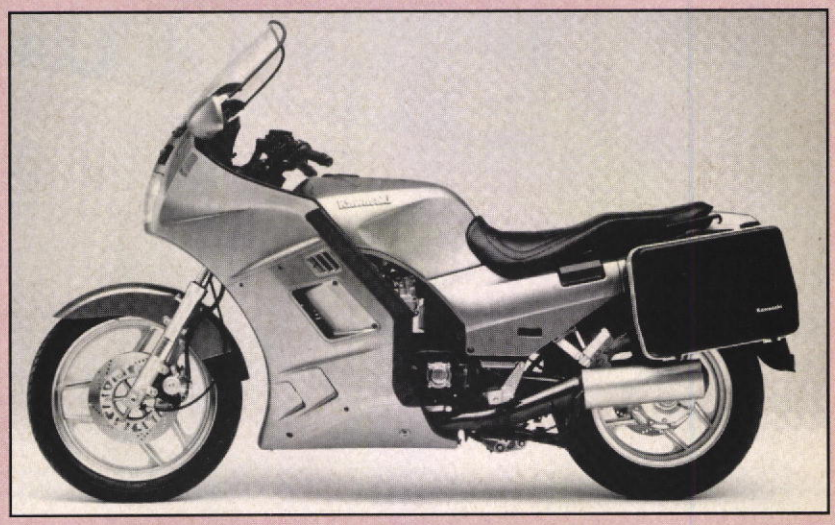
BY LARRY WORKS

COMING SOON

• By all rights, this month's lead item belongs in Rumors, but indications at Kawasaki are so positive, we're placing it in the category of soon-to be-available in the United States. The bike in question is the GTR1000 Kawasaki, an executive-class sport-tourer that should give BMW a run for its—and your—money. The GTR is powered by a detuned version of the 998cc liquid-cooled transverse-four motor lifted from the new Ninja 1000R (January 1986 issue), but with the Eliminator's shaft drive in place of the Ninja's O-ring chain. The GTR motor, which runs smaller carbs and milder cams than the 1000R engine, is claimed to produce about 100 horsepower. Our men at the Tokyo Show (see "Tokyo," page 34) where the bike was introduced, say full specifications aren't available yet, but the GTR should weigh about 550 pounds, has an 18-inch front wheel and a 16-incher in the rear, and will carry more than 7.5 gallons of fuel.

• The Tokyo Show also contained something else powered by a GPz1000R-derived motor, although this one is definitely not in a civilized (i.e., detuned) state of existence. If you've always wanted a Lamborghini, but you simply couldn't make the compromises necessary to live with an automobile, you're set, because now there's a Lamborghini with the right number of wheels. The Lamborghini firm lent its name to a creation of the French company Boxer Bikes, which showed its prototype in Tokyo. Limited-production versions are reported to be—what else—Coming Soon. What little is known about the Lamborghini is that it runs Boxer's own three-spoke wheels, with Brembo Goldline brakes and floating discs. The frame is made of square-section tubing, and a single shock controls the rear end. As specifications go, the Lamborghini's list is short, but when the machine finally exits its shroud of mystery, you'll read its most intimate details—right here, of course.

• Lamborghini isn't the only Italian marque that's popping up in the headlines these days. Moto Guzzi, too, is making news, with two new models to bolster its U.S. lineup; both are scheduled for early spring arrival. The first is the 1000 SP II, which replaces the previous SP. There's more to the SP II than just a couple of Roman numerals on the sidecover, though. To complement the SP II's claimed 485-pound weight, its shaft-driven, two-valve-per-cylinder, 90 degree vee-twin motor has been tuned for more horsepower, and the



Kawasaki GTR has the heart of a racer and an executive's image

Milder cams, smaller carbs, dual briefcases and a gray sharkskin suit.

Prototype Lamborghini is long, low and Kawasaki-powered

Italian coachwork with the right number of wheels.

Continued

YOU HAVE 11 CHANCES TO WIN THE MOTORCYCLE OF YOUR DREAMS IN

CYCLE GUIDE'S ALL NEW 1986 SUPER $60,000 SWEEPSTAKES • SWEEP

ENTER TODAY —All Prizes Will Be Awarded

No Purchase Necessary —No Entry Fee

One entry gives you 438 chances to win one of 438 total prizes—with a total value of OVER $60,000!

You are invited to enter the **CYCLE GUIDE 1986 SUPER $60,000 SWEEPSTAKES.** You may be the **LUCKY GRAND PRIZE WINNER** who will drive away with a Custom Nissan 4X4 Long Bed Sport Truck with the bike of your dreams in the back.

Or maybe you'll win one of 437 other great prizes—including Hyperbikes, Yamaha TT600s, Helmets, Gloves, Bags, and more! With a total of 11 bikes to be given away, you have 11 chances to WIN that special motorcycle you've always wanted. **SEND YOUR ENTRY TODAY!**

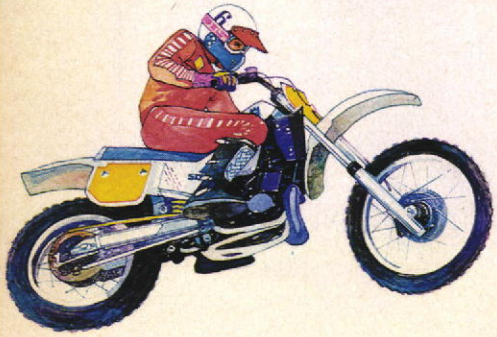
Grand Prize

- **Custom Nissan 4X4 Long Bed Sport Truck**

It's the ultimate off-road hauler, with aluminum wheels, fog lights, quartz-halogen headlamps, tiedown rings, electronic anti-theft system, fire extinguisher, a loading ramp and more! And to top off this one-of-a-kind custom pickup, you get your choice of:

- **Honda VF500F**

We called it "The Best Interceptor Ever!" It's one-half liter of backroad finesse. From its 16-inch front wheel to its vee-four powerplant, this liquid-cooled bullet can bring bigger bikes to their knees.



- **Husqvarna 500CR**

Climb in the saddle of this Open-class motocrosser and you're at the trigger of 500cc of Swedish dynamite. The best of European craftsmanship coupled with precise handling.

- **Harley-Davidson XLH 883 Sportster**

The best aspects of cruising, past and present. All the tradition of Harley-Davidsons, the original boulevard bombers, coupled with the high-tech features of Harley's new V² Sportster motor.

- **Suzuki GS550ES**

This middleweight's air-cooled, transverse-four DOHC engine and Posi-Damp front fork add up to time-tested performance. Its single rear shock, lightening · fast steering and 572.3cc displacement add up to backroad excitement.

—ALL NEW CONTEST—
CYCLE GUIDE IS GIVING AWAY THE BIGGEST AND BEST GRAND PRIZE EVER—A CUSTOM NISSAN 4X4 LONG BED SPORT TRUCK WITH THE BIKE OF YOUR DREAMS IN THE BACK!

STAKES • SWEE

And, if you like, you may subscribe to **CYCLE GUIDE** for only 64¢ an issue. You don't have to buy a thing to enter, but you should know about **CYCLE GUIDE'S LOWEST POSSIBLE RATE—**

1 YEAR (11 ISSUES) FOR $6.99—HALF PRICE!

YOU SAVE $6.99 OFF THE REGULAR SUBSCRIPTION PRICE! YOU SAVE $12.26 OFF THE COVER PRICE!

Whether you order or not is up to you, but either way, send in your **SUPER $60,0000 SWEEPSTAKES ENTRY TODAY!** This is a brand new contest—even if you entered last time, you'll still want to send in your entry right away. It could make you the proud owner of one of these fabulous prizes:

3 FIRST PRIZES

- **Honda VT1100C Shadow**

The low-seat, teardrop-tank styling of an inner city hotrod, combined with the most sophisticated vee-twin motor ever made for a motorcycle.

- **BMW R80**

The newest—and the best—of the opposed-twins. A heritage of refinement that led to sophisticated simplicity. Unquestionably the class ride of general-purpose motorcycles.

- **Kawasaki 900 Ninja**

First of the new generation of hyperbikes, this one just keeps getting better and better. Its racer-sharp handling is matched with the motor to run 151 mph.

3 SECOND PRIZES

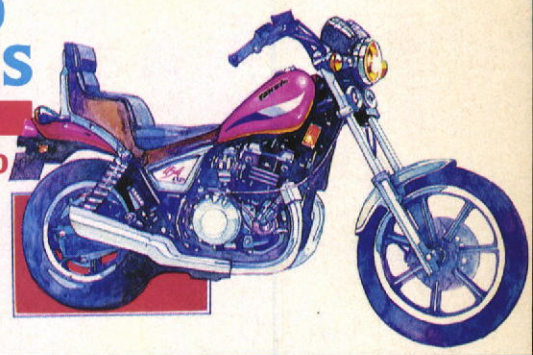
- **Yamaha TT600**

This thumper is a 595cc earthquake on wheels. Its 4-valve, SOHC motor has the power to take on the desert or the woods—and everything in between.

4 THIRD PRIZES

- **Kawasaki 454 LTD**

A middleweight, belt-drive performance-cruiser with an engine based on the 900 Ninja's. It's got the looks of an urban trawler and the heart of a sportbike.



12 FOURTH PRIZES

- **Survivor III Tent** Absolutely the highest-tech, most-luxurious rest area short of a four-star hotel. Combines an inflatable air mattress, air-frame tent, sleeping bag and backpack into one small 12-pound package that straps easily to a motorcycle rack.

15 FIFTH PRIZES

- **Bell GT Royale Helmet** This full-coverage Snell '85 fiberglass helmet is Bell's top-of-the-line street model. Its two-position pushbutton shield mechanism, adjustable air vents, removable polypropylene liner and chin cover make it the headgear of choice for the discriminating rider.

50 SIXTH PRIZES

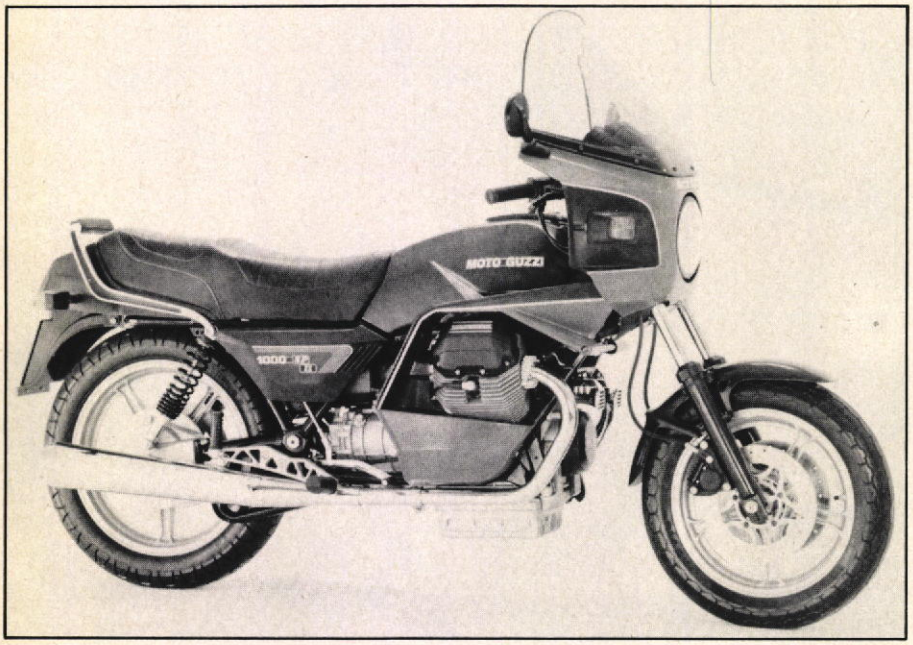
- **Yoshimura Buddy Bag** Built-in bungee cords attach the bag to bike; a shoulder strap lets you carry it when you're on foot. Two zippered compartments help you organize your gear, while a raincover keeps everything dry. The Buddy Bag is proof in Cordura nylon that you **can** take it with you—comfortably.

100 SEVENTH PRIZES

- **Fox Street Paws Gloves** Made of soft leather with vented nylon finger side-panels, these gloves offer equal measures of fashion and function. Double layers of leather across palm and knuckles keep wear points intact, while suede patch on forefinger cleans your visor.

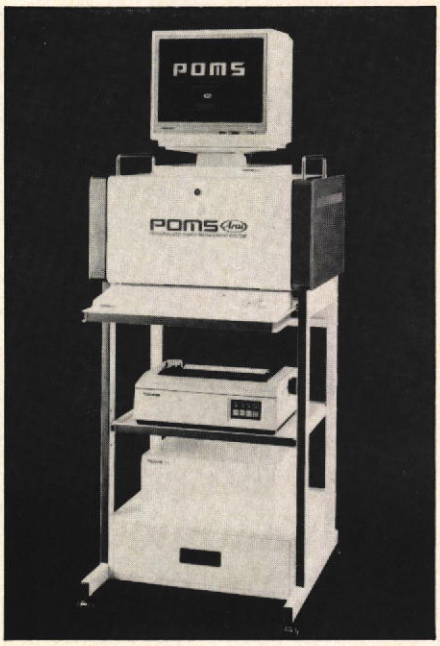
250 EIGHTH PRIZES

- **Lockhart Griplocks** Replacement grips that provide the ultimate in control, comfort, and protection.



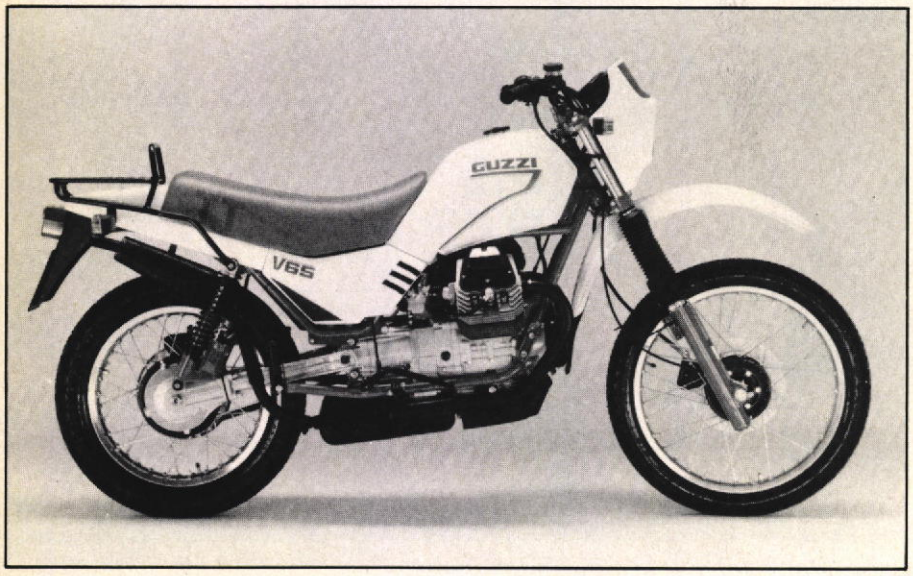
Moto Guzzi SP II, a higher-performance replacement for the SP

More horsepower, cleaner aerodynamics, quicker steering are the claims.



Arai's custom tailor

Moto-haberdashery meets the computer.

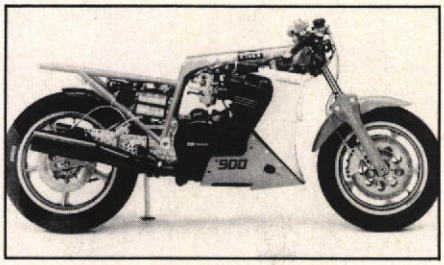


Guzzi's other new model, the V65 TT, is an ATVee-Twin

This new d-p bike is a P-D machine in street clothes.

fairing, bodywork and seating position have been recast for performance, too, in Moto Guzzi's own wind tunnel. And as another indicator of its intended performance role, the SP II wears a 16-inch front wheel.

• You won't find a 16-incher on either end of Guzzi's other new model, though. No, the V65 TT (for Tutto Terreno: all-terrain) is slotted for dual-purpose chores, and its 21-inch front wheel suits those tasks better. The TT is powered by a two-valve-per-cylinder version of the Guzzi Lario's four-valve 643cc engine, and, in Guzzi fashion, runs a shaft drive. If you guessed that the TT's running gear and claimed 363-pound weight make it more a candidate for a Paris-Dakar race than double-jumps in a stadium, you'd be right—or a least close. A special 750cc version of the TT has been entered in the '86 P-D Rally.



Red Cobra, Egli's latest rolling chassis

Poised and ready to strike.

• Another Kawasaki motor—unbolted from a GPz900 this time—provides the motion for Fritz Egli's latest creation, the Red Cobra. This chassis kit employs the Egli spine-type frame, 16-inch cast wheels, and Brembo brakes with racing-spec four-piston calipers up front. A Kawasaki motor isn't all the Red Cobra shares with the Lamborghini, though. As with that limited-edition Italian speedster, full details aren't yet available on the Eglibike, either.

• Coming soon also is the age of the custom helmet. Oh, sure, special-order headgear has been around since the first helmet collided with a paintbrush, but now computers have gotten in on the act. In specific, Arai's Personal Order Management System (POMS) has changed the game, and will allow customers to pick from 250,000 helmet options, including electronically designing the helmet's graphics on the computer screen. When the design is completed, POMS generates a printed order form; the helmet is built to special order at the factory. This service will be available through selected motorcycle dealerships within a few months. Can one-of-a-kind designer helmets be far behind?

FEDERAL CASES

• Riders in Wisconsin can be excused if they experience a sense of *déjà vu.* For the sixth time in seven years, the Wisconsin legislature is churning through bills that would outlaw radar detectors. The latest proposal, SB28, follows in the bureaucratic footsteps of AB573 and 927, and SB500, 528, 371 and 201, all radar-ban measures that have failed in Wisconsin. And it looks as if SB28 will suffer the same fate as the previous six attempts. The measure is being pushed despite the fact that the Wisconsin Department Of Transportation and the Wisconsin State Patrol reportedly oppose the ban.

• Even harder to swallow are some proposals made by the Policy Studies Institute of Great Britain. If those measures are pushed into law, would-be British riders will have to face a two-year wait after getting a driver's

license before they can even take the tests for a motorcycle license. In addition, motorcycles would be fitted with highly visible warning lights, whose sole function would be to flash when the bike goes faster than 70 mph. Finally, the good institute suggests that perhaps the most reasonable method of dealing with motorcycle-related problems is simply to require that streetbikes be rendered incapable of exceeding 70 mph.

• Such measures, if enacted, are sure to generate massive civil disobedience, much like what members of an Australian anti-helmet group have adopted to combat mandatory helmet laws there. Our man Down Under reports that members of the group are deliberately provoking arrest for failure to wear helmets while riding. Members of the organization also have sworn to refuse to pay the fines, causing each case to end up in court. The strategy is to clog up the court system with hundreds of cases, ultimately making enforcement of the helmet law impossible.

• Or, if civil disobedience isn't the answer, you can—as one 21-year-old Canadian rider did—resort to the courts for justice. The rider in question based his case on the premise that slapping a higher rate for insurance coverage on riders below a certain age is in violation of basic human rights. He won. At the moment, though, that win hasn't been accepted as any sort of a binding precedent for the Canadian insurance business, and any further attempts to reduce insurance costs for young riders will have to be settled on a case-by-case basis.

RUMORS

• Sometimes the rumor mill seems to get stuck on one item, and it just won't let go. For instance, we keep hearing talk of another new oil-cooled bike from Suzuki, but the story is that the next oil-cooler won't be an inline-four. That leaves plenty of room for attaching the tale to talk of a vee-four that's not quite ready, but there's another choice, too. Accidently spilled into the middle of a conversation with Suzuki engineers was mention of a new model with a recycled designation: Suzuki Savage. The model reportedly is a cruiser-style 650 single, and it's not intended for the American market—yet.

• Even though the Savage might not make it to the United States for a while, there's talk of a domestic-market 250 that might find its way to U.S. showrooms. Talk is circulating that California Yamaha dealers are making a move to bring in the 250 Phazer as a California-only bike. A few well-placed insiders claim the 16-valve, 45-horsepower, liquid-cooled 250 sportbike could overcome U.S. buyers' traditional reluctance to ride "small" bikes. Yamaha representatives have no comment on this one.

• Another Tuning Fork tale that's drawn little response concerns a midsize touring bike from Yamaha. Current gossip has it that the bike would carry the Venture name and would be powered by a liquid-cooled inline-four dis-

Continued

CONSUMER SERVICE DIVISION

MOTO RACE.

P.O. BOX 861 ▪ WILBRAHAM ▪ MASSACHUSETTS 01095

CALL TOLL FREE **800 - 628 - 4040**, IN MASSACHUSETTS (413)734-6211 ▪ GET A $3.00 CATALOG FREE WITH ORDER

Continental

TWINS—TUBE TYPE

K112 4.25/85H18	$45.00
K112 120/90H18	45.00
RB2 300S18	35.00
RB2 3.50H18	39.95
RB2 3.50H19	39.95

SUPER TWINS—TUBELESS

TK44 120/90V16	$52.50
TK44 130/90V16	65.50
TK44 130/90V17	64.50
TK44 4.00V18	53.50
TK44 130/90V18	59.95
TK22 110/90V18	49.95
TK22 3.25V19	48.50
TK22 3.50V19	52.50

RAISED WHITE LETTERS

TK44 130/90V16 RWL	$69.95
TK44 130/90V17 RWL	67.95
TK22 120/90V18 RWL	57.95
TK22 350/V19 RWL	58.95

BELSTAFF WEATHERPROOFS

WAX COTTON PROFESSIONAL

JACKET	$99.00
TROUSERS	79.00
GAITERS	24.95
OVERMITS	19.95
PROOFING CMPD	4.50

XL500 NYLON PRO

JACKET	$99.00
TROUSERS	79.00
GAITERS	19.95
OVERMITS	19.95
BELT SLIDE	5.95

DUNLOP

SOFTEST COMPOUND

K391R REAR

150/80V-16TL	$85.00
130/90V-17TL	59.95
120/90V-18TL	57.95
130/80V-18TL	59.95
140/80V-18TL	65.95
110/90V-18TL FR	$49.95
100/90V-19TL FR	49.95

K391FR FRONT

100/90V-16TL	49.95
120/80V-16TL	49.95

STREET COMPOUND

K391S REAR

120/90V-16TL	$53.50
130/90V-16TL	62.50
130/90V-17TL	61.50
120/90V-18TL	57.50
130/80V-18TL	63.50
110/90V-18TL FR	$48.50
100/90V-19TL FR	52.50

K391FS FRONT

100/90V-16TL	51.50
120/80V-16TL	52.50

DUNLOP

K291T TOURING ELITE

MT90-16 TL	$69.95
MU90-16 TL RAISED WHITE LETTERS	76.95
MT90-17 TL	65.95
MP90-18 TL	61.95
MR90-18 TL RAISED WHITE LETTERS	61.25
MM90-19 TL	55.95

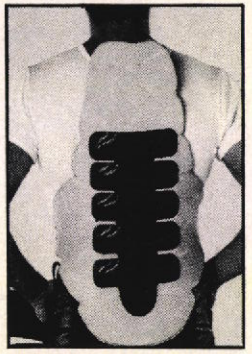
K391S QUALIFIER

130/90V16 RAISED WHITE LETTERS	$69.95
130/90V17 RAISED WHITE LETTERS	69.95
130/90V18 RAISED WHITE LETTERS	69.95
100/90V19 RAISED WHITE LETTERS	59.95

PRICES IN EFFECT UNTIL NEXT AD

DAINESE

ready-to-wear leathers



FULL LENGTH BACK BELT... $44.95

Frey daytona

SILVERSTONE GLS WATER REPELLANT LEATHER FULLY LEATHER LINED 99.95

LADY SILVERSTONE GLS 99.95

ALASKA BOOTS WATER REPELLANT LEATHER, LAMB'S WOOL-LINED, 16" TALL. THE BEST COLD WEATHER BOOT MADE ..$119.00/PR

PIRELLI

PHANTOM +1 FRONT

120/80V16 TL MT28	$61.95
350V18 TL MT29	52.95
110/90V18 TL MT29	55.95

PHANTOM +1 REAR

120/90V16 TL MT28	$69.95
130/90V16 TL MT28	69.95
120/90V17 TL MT28	66.95
130/90V17 TL MT28	67.95
120/80V18 TL MT28	61.95
120/90V18 TL MT28	61.95
130/80V18 TL MT28	69.95

RADIAL FRONT TUBELESS

120/80VR16 TL MP7	$71.95
100/90VR18 TL MP7	73.95
100/90VR19 TL MP7	74.95

RADIAL REAR TUBELESS

150/80VR16 TL MP7	$91.95
140/80VR17 TL MP7	92.95
130/80VR18 TL MP7	93.95

VISA, MASTERCARD, PERSONAL CHECK ORDERS SHIPPED PROMPTLY ▪ FREE SHIPPING IN FORTY-EIGHT STATES ON PREPAID ORDERS

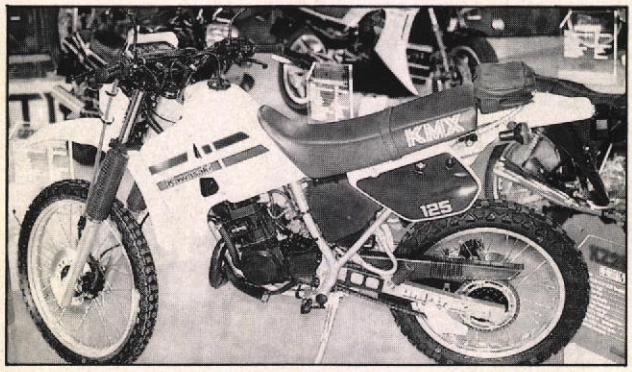
PLEASE INCLUDE YOUR TELEPHONE NUMBER WITH YOUR MAIL ORDER, IN THE EVENT WE HAVE A QUESTION REGARDING YOUR PURCHASE.

WE TALK TIRES

TIRE CONSULTANTS TO EXPERT & PRO RACERS FOR 15 YRS. ▪ CALL US WITH YOUR QUESTIONS.

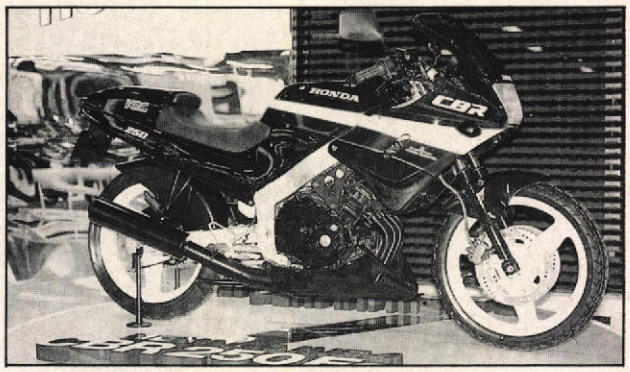
VISA MasterCard TeleCheck

TOKYO SHOW: *They also serve who stand and snap.*



Kawasaki's KMX125, a mix-'n-match on-/off-roader

Dual-purpose, MX bodywork and engine, enduro bits.

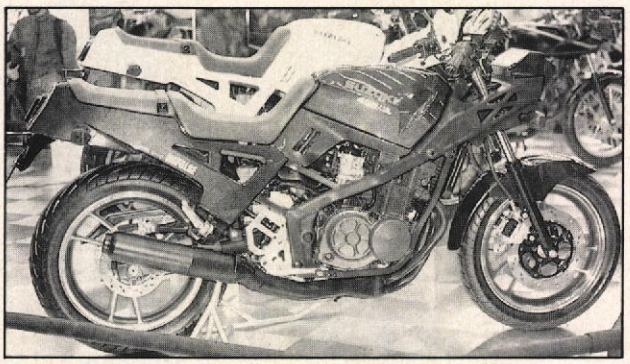


Honda CBR250 might be the biggest little sportbike in Tokyo

But how many sportbikes can roll on the head of a pin?

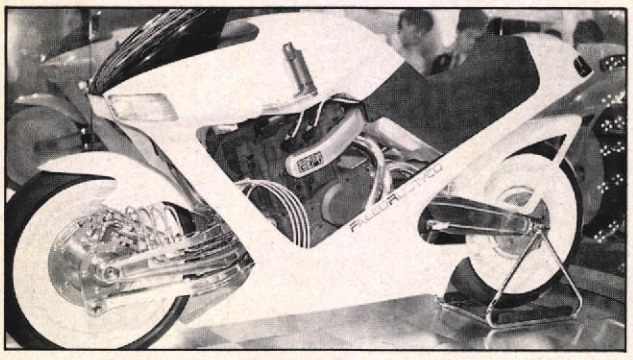
FX400R: One GPz, 400cc, stripped to the bare essentials

Some bikes just look better with their clothes on.



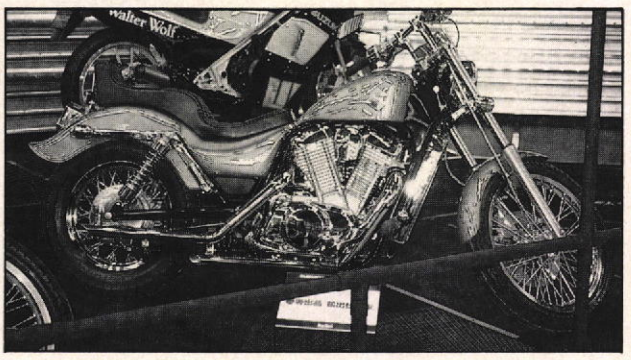
GSX400X, Suzuki's sporting exercise in exterior bridgework

Now, picture it with 500cc.



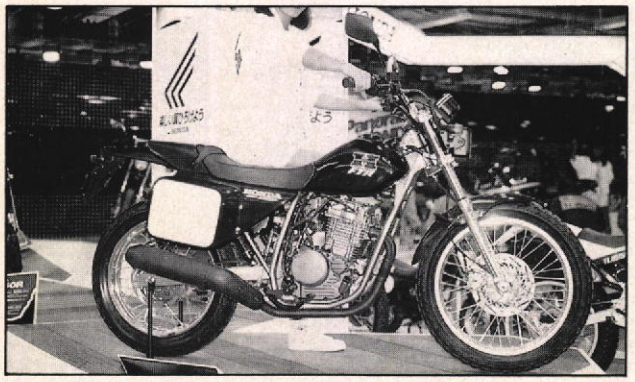
Suzuki country Falcon: a study in hidden pipes, dual swingarms

Is there a white charger in your future?



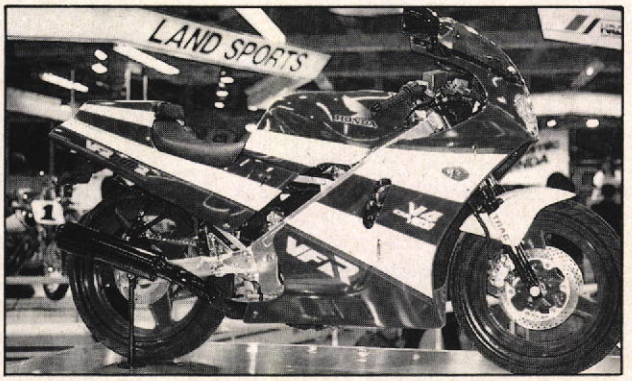
New Suzuki Intruder, twice pipes and all

A counterfeit that could pass for genuine.



Honda FTR250: dirttrack style, numberplates, full lights.

Maybe what the Ascot should've looked like first time out.



VFR400R, everything from gear-driven cams to a solo seat

Who says 400s won't play in Peoria?

PHOTOGRAPHY © 1986 YASUSHI ISHIWATARI

placing in the neighorhood of 700cc. This is one bit of rumor that might be nothing more than speculation, though. Yamaha designers must have noted the lesson Honda paid to learn with its Silver Wing: U.S. riders equate touring with bigness.

• In a bit of off-road downsizing, our men Over There report on a new 350cc version of the 650 Elefant trailbike. The word is that the vee-twin will have a power output of 33 horsepower, enough to propel the 400-pound machine to just over 90 mph. The rest of the report includes mention of a leading-axle fork, box-section frame, triple discs and single-shock rear suspension.

• The most recent Tokyo Show introduced many a motorcycle (See "Tokyo Show," page 34), but there was moto-fashion on display as well. And the latest fashion for Moto-'86 might well be strapless. Among the displays was a new Bell helmet that uses a geared collar-retention system rather than a chinstrap, and rumor has it that even if the polycarbonate helmet isn't sold in the United States, design lessons learned from the helmet will be applied to later U.S. models.

HARD CASH

• Two issues ago, we reported on the Liberty Edition Harley-Davidsons, and on Harley's plan to donate money to the restoration of the Statue of Liberty. Part of that plan included a scheduled cross-country ride sponsored by Harley, to raise money for the monument's rebuilding. At this point, the ride is over, and Harley's CEO, Vaughn Beals, has turned in $250,000 to the Statue of Liberty/Ellis Island Foundation. That's an impressive sum, to be sure, but it's not all that will be forthcoming. According to Beals, the final tally should be on the order of $500,000.

• The rumored expansion at the Norton factory has been the subject of Hard Cash news, too, and there've been new developments lately. In fact, Norton might well be back in the consumer motorcycle business—but not necessarily with its Rotary Interpol. If everything falls into place, the company will build a special run of 50 850 Commandos, with most of them reportedly going to U.S. collectors. Norton's plans hinge on whether the Commando can be made to pass emissions and noise restrictions, made stricter while the bike was out of production. In addition, Norton has plans to offer a factory-run rebuild/restoration service for a variety of models.

• In another financial comeback story, there's the French-made BFG. Regular readers of this column will remember seeing the Citroen-powered machine, perhaps six years ago. Since that time, the BFG—and its parent company, Motobecane—fell on some hard times; but the MBK company, which now produces the BFG, recently has secured solid backing, and the bike is scheduled for new development. Reportedly, Yamaha and Yamaha subsidiaries now own more than one-half of MBK, and a program of market expansion—including a "major export drive"—is being planned.

• What's about 5 inches deep, 12 inches across, in no short supply, and costs about $5.50 to repair? That description fits the average pothole, and according to The Road Information Program, a United States highway advocacy organization, there are some 56 million potholes scattered over U.S. roads. Unfortunately, the cost of those highway hazards doesn't end with the $5.50 per hole repair. According to TRIP, driving or riding over roads dotted with potholes costs the average motorist $210 per year. The way the TRIP figures add up, those pavement monsters cost $32.5 billion last year, subjected vehicles to 156 percent more tire wear than they would have had otherwise, and doubled the need for mechanical repairs on street vehicles.

• And road or vehicle repairs aren't the only costs involved with bad roads; poor planning takes its toll, too. Primarily because of inadequate planning by local goverments and communities, sluggish traffic flow is a continuing—and growing—problem. As a result, the market for traffic control and safety products in the United States is booming. According to a recent study, that market rose to $500 million last year, and will climb to more than $660 million within five years. Those astronomical sums—which cover the costs of traffic lights, signs, safety barriers and the like—are, of course, generated by taxes.

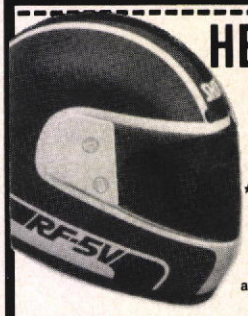
APART FROM THE CROWD

• Harley buffs, Ducatiphiles and all the other vee-twin owners of the world, get ready; you're in for a rude awakening. By the time you read this, every vee-twin motorcycle engine ever built will have been rendered puny, diminutive and decidedly limp-wristed. By then, an Australian bikebuilder will have . . . er, launched a five-liter vee-twin streetbike. The machine, thus far unnamed, will be powered by a supercharged, OHC, 200-horsepower custom engine with four valves per cylinder. And don't count this motor as some young, slapped-together upstart. No sir, this monster vee is a proven veteran; it started out as one-sixth of a 12-cylinder Rolls-Royce/Merlin engine, used to power World War II aircraft.

• April for motorcyclists is a bittersweet time: half devoted to income taxes and half to seeing new models as they hit the showrooms. But this year will be something special, because April will also bring a comet. Halley's Comet, to be precise. And the best place to view the passing of the fiery-tailed celestial iceball, many astronomers reckon, is Australia.

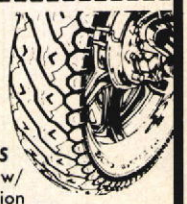
Naturally, that fact inspired an Australian motorcycle club to throw a Comet Rally in honor . . . well, you get the drift. Don't worry if you miss this event, though; you'll have another chance in about 76 years. •

MOTORCYCLE VIDEOS!
☐ ROAD RACE ☐ MX
CALL OR WRITE FOR LIST!

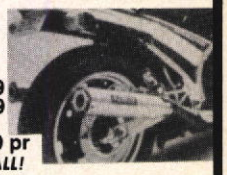


HELMETS
Guaranteed Lowest Prices:
★ MARUSHIN
★ PORSCHE
★ SHOEI ★ ARAI
★ SIMPSON ★ AGV
★ VETTER ★ BELL
ALL COLORS & SIZES
(When ordering Bell, measure your head 1" above eyebrows & around largest part of head.)

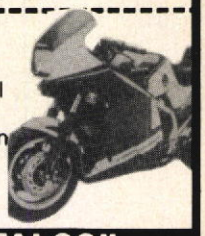
TIRES
• Dunlop • Michelin
• Pirelli • Metzeler
• Continental
• Carlisle LOWEST PRICES PLUS 2 FREE Tire Irons w/ purchase when you mention this ad! Our experts will help you choose the right tires!



PIPES
YOSHIMURA
Superstreet/RR $209
Interceptor $239
Slip-ons (Ninja, Intcptr., FJ600/1100) ..... $149 pr
Big Bore Kits, Cams – CALL!
ALSO: Kerker, Vance/Hines, Bassani, Supertrapp, RC Eng. Call!



PLUS:
• Lockhart • Russell
• Vetter • Barnett
• Wiseco • RK Chain
• Tracy • Eclipse
• Dyna • K & N
& Hundreds More!



FREE CATALOG!!

St★rCycle
MOTORCYCLE ACCESSORIES, INC.
HOTLINE:
818-999-2811
21505 Sherman Way
Canoga Park, CA 91303
FREE FULL FACE BIEFFE HELMET! w/$300 order • $6 ship/handling $60 VALUE
☐ VISA ☐ M/C
☐ AM EXP ☐ C.O.D.
FAST SHIPPING: 2-Day Air or Next Day Air our Specialty!

FREE!

WISECO
PERFORMANCE PISTONS

1986 Motorcycle/ ATV Piston Catalog

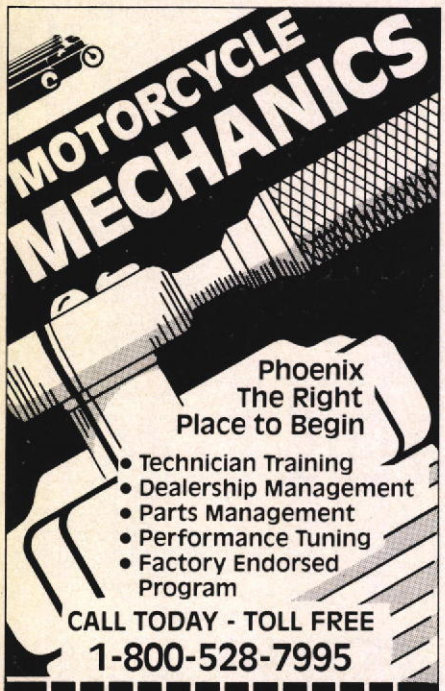
★ New 1986 Motorcycle /ATV Pistons and accessories in stock.

★ Complete inventory of pistons and accessories for 2 and 4 cycle ATV's, Motocross, Street, Drag and Road Race Bikes.

★ Call for your FREE 1986 Motorcycle /ATV Piston and Accessory Catalog Today!

WISECO PISTON INC.
7201 Industrial Park Blvd., Mentor, OH 44060
1-800-321-1364 (USA)
1-800-362-1368 (OH)

WISECO PISTON CANADA, INC.
178 Ingersoll Rd., Woodstock, Ontario N4S 7X6
1-800-265-1029
1-800-265-1918 (Ont.)



Motorcycle Mechanics Institute
2844 W. Deer Valley Rd., Phx., AZ 85027
(602) 869-9644

☐ V.A. Info ☐ Financial Aid Info. CG

Name _____
Address _____
City _____ State _____ Zip _____
Phone _____ Age _____

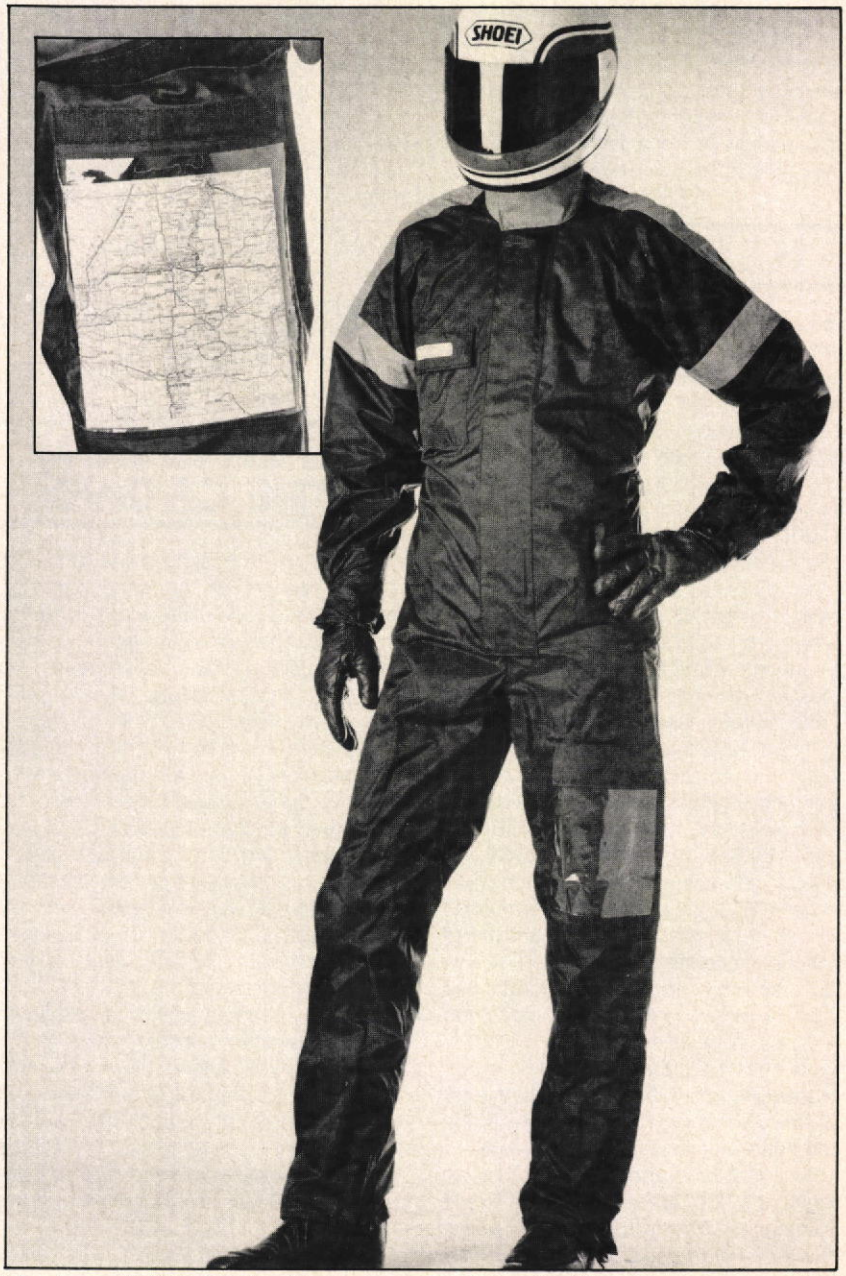
PRODUCT EVALUATION:

Thunderwear SN-1 Pro Riding Suit

One-piece de resistance for wet weather.

• Rainsuits don't generally qualify as *haute couture,* but if you're faced with a 400-mile day just as the sky opens up, the dry look becomes a leading trend. And for those times when style consists of keeping dry, Thunderwear offers its SN-1 Pro Riding Suit, a one-piece rainsuit designed to help you maintain your stylish poise.

On first inspection, there's nothing particularly trend-setting about the SN-1, though. Made of black, 200-denier nylon with blue, yellow or red accent stripes, the Thunderwear rainsuit fea-



PHOTOGRAPHY © 1986 VIC HUBER

Thunderwear's SN-1 Pro rainsuit keeps you covered when the skies open up

And offers a clear advantage for mapping out your travel options.

tures nylon stitching with reinforced, electrically welded seams. As with most one-piece suits, the Pro features a front-mounted zipper that runs from the crotch to the neck, while a Velcro-secured storm flap across the zipper and a chest-high inner flap form a three-layer weather-seal at the front. In addition, Velcro secures the collar, as well as the adjustment straps for the sleeves and pant legs.

While there's nothing particularly *avant-garde* about the Thunderwear design, the SN-1 is distinguished by a number of other thoughtful touches. First off, in addition to the usual elastic boot straps, the sleeves and pant legs are cut extra long, so the suit won't ride up when you're two-wheeling into the elements. Also, a pair of conventional pockets—one on the chest, the other at waist level—are joined by a clear-plastic pocket on the left thigh, which puts a map just a glimpse away when you're running down the road. Further, to keep you from basting in your own juices during warm weather, four under-arm screens (two per side) provide a measure of ventilation. And finally, to help you make sure the suit's there when you need it, Thunderwear packs it in a zippered nylon stuff sack that's actually large enough to swallow the suit again once its been unfolded.

And the attention to detail pays off with a rainsuit that seals out wet weather as if you'd been dipped in plastic. The extra-long sleeves and pant legs ensure that the suit covers *all* of you, while a pair of elastic straps slip under your boots to keep the legs from bunching up. Those extra-long pant legs can make the rainsuit difficult to slip on over a pair of boots, though, and together with a close-cropped torso can make the suit a pain to put on or take off.

But that close-fitted tailoring also prevents the SN-1 from snapping and billowing like a clipper ship's sails in the breeze, a real advantage when you're riding sans fairing. Of course, the close-fitted styling isn't really that important. Because when you've got a day's ride ahead of you and wet weather all around, *nothing* looks better than a good rainsuit. —*Jim Miller*

Thunderwear SN-1 Pro Riding Suit
Manufacturer: Thunderwear Inc., Dept. CG, 31736 Rancho Viejo Road, Unit A, San Juan Capistrano, California 92675
Suggested retail price: $59.95
Available colors: black with red, blue or yellow accent stripes
Available sizes: S–XL

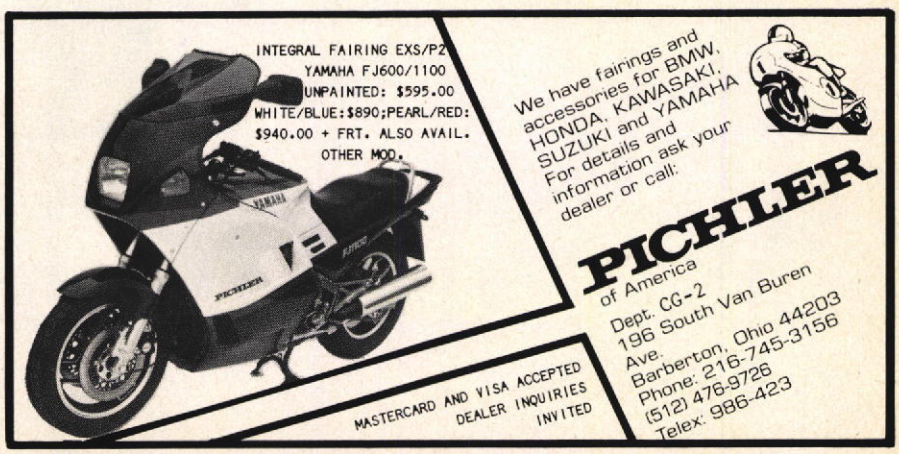
ROAD WARRIOR.

Lazer's aerodynamic LZ2 is the result of four years extensive R&D—and it's quickly becoming the standard by which other helmets are judged. Special LZ2 features include • Ronfalin® TX-60 construction, a hi-tech solvent-resistant material which meets or exceeds domestic and international safety standards • New open/close ventilation system for better cooling and defogging • Unique front spoiler reduces drag, lessening rider fatigue • Anatomical design includes four-piece (not two or three) interior shell for added comfort and safety • Luxurious velour interior • Thick injection-molded, recessed face shield for quieter riding • Quick release buckle for use with gloves • Five-position, self-locking ratcheted face shield features one-finger operation • Available in red, black, white, metallic silver, metallic red, and metallic charcoal grey.

If you want a helmet that'll take to the streets like a true "road warrior," let Lazer's LZ2 show you the way—it's a brilliant buy!

To order direct, send certified check, money order, or VISA/MC account number, expiration date and signature for $89.95 (Calif. res. add 6½%) plus $15.00 shipping/handling to:
Lazer Helmets, Inc.; 31139 Via Colinas, Suite 302; Westlake Village, CA 91362.
State hat size and color choice.

LAZER
LIGHT YEARS AHEAD



IT'S SHAPED TO CUT THRO
THE ROAD AND NOT GET L

BMW INTRODUCES TRUE CLASS TO THE 750 CLASS: THE K75.

Over the last few years, 750cc riders have seen their choices dwindle down to basically two.

They could ride one of the Japanese hyperbikes, all of which often appear to have been extruded from the same tube of Stripe toothpaste. Or they could climb aboard something that looked like a malnutritioned "chopper."

Now, there's the BMW K75. A motorcycle shaped by the forces of nature rather than the forces of habit.

The K75 C cockpit fairing you see here is the product of extensive wind tunnel development. Which, not surprisingly, results in considerable weather protection, and lower drag.

Both highly relevant rider concerns. A philosophy that's further developed in the K75's three-cylinder power plant, which, like the K100 Compact Drive™ it was derived from, produces the vast majority of its

*See warranty at your dealer for details. **R65 not available in California. Manufacturer's suggested retail prices. Actual prices will depend on dealer.
© 1985 BMW of North America, Inc. The BMW trademark and logo are registered. Ride safely. Always wear a helmet and eye protection. Call the Motorcycle Safety Foundation at 1-800-447-4700 for a riding course near you.

OUGH THE WIND, CLING TO OST IN THE PARKING LOT.

abundant torque at a low to midrange rpm level.

All-around performance that when coupled with BMW's low center of gravity and light weight predictably results in exceptional handling.

Also predictable is the extraordinary workmanship evident in the K75. But then, it was built to justify BMW's 3-year unlimited mileage warranty,* the industry's longest.

What may come as a surprise, however, is the remarkable shape the K75 leaves your finances in. BMW's range in price from $3,800 for the R65 to $7,650 for the K100RT** with leasing and factory financing available.

A premium price, to be sure. But one that virtually guarantees you an experience seldom enjoyed by the riders of other 750cc bikes. The chance to stand out in the crowd.

Just one of the K75's many outstanding features. The rest of which can best be explored via a thorough test ride at your BMW dealer.

THE LEGENDARY MOTORCYCLES OF GERMANY.

CAMEL LIGHTS

It's a whole new world.

Today's Camel Lights, unexpectedly mild.

SURGEON GENERAL'S WARNING: Smoking By Pregnant Women May Result in Fetal Injury, Premature Birth, And Low Birth Weight.

9 mg. "tar", 0.8 mg. nicotine av. per cigarette by FTC method.

© 1985 R.J. REYNOLDS TOBACCO CO.

PRODUCT EVALUATION:

Tour Master Sport Touring Jacket & Pants

Lightweight gear for heavyweight weather.

• Cold-weather sport touring can be pure joy, provided you're prepared for the temperatures. But *truly* enjoying the ride isn't always possible, because folding yourself into a sporting crouch wearing a traditional touring suit can make you as uncomfortable as a whaler at a Greenpeace convention. Tour Master understands the sport-touring dilemma, and so offers the Sport Touring Jacket and Pants—a suit designed to offer cold-weather protection with a measure of flexibility that traditional touring suits lack.

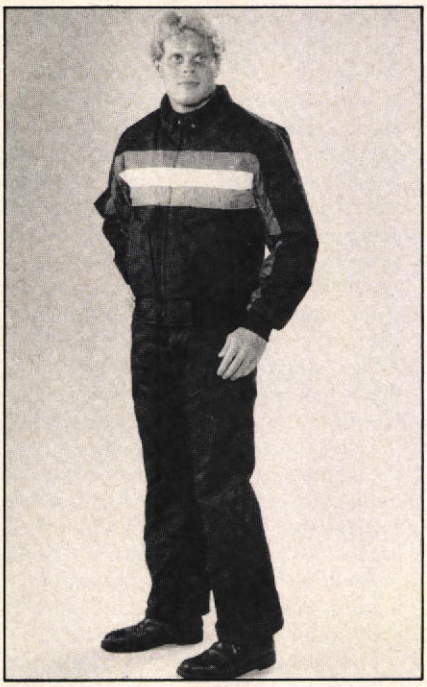
To get that style of flexibility, the Sport Touring suit relies on high-tech insulation rather than sheer bulk. Consequently, the suit combines a lightweight outer shell of closely woven nylon taslan with a layer of 4.9-ounce Dupont Thermolite—the key to the suit's warmth and slim fit. In the jacket, this layer is carried in a snap-in liner that can be quickly removed so you don't have to suffer when the temperature rises. Moreover, the jacket also features four zippered openings that allow generous air circulation, enhancing the jacket's all-weather capabilities.

In addition to its thermal versatility, the suit carries a few tricks to make it easier to live with. For instance, the jacket uses Spandex panels in the shoulders to accommodate a sportbike riding position. Further, the lined collar can be snapped down for warmer weather, or up to help cover your neck when the temperature drops. The bib-style pants include elasticized, snap-adjustable shoulder straps, and full-length leg zippers that allow swift entry without removing your boots. All told, the Sport Touring suit has the features of a full-bore touring suit without the bulk.

But features alone count for little if a suit can't keep you warm when you need it. And this is where the Sport Touring suit delivers. On an unfaired bike, jacket and pants will keep you snug even into the 30s, yet the jacket's venting system won't let you bake when the temperatures climb. Moreover, the suit's lightweight build and flexibility afford you the freedom of movement needed on a sportbike, or the room to add layers under the garment. And while the bib's fit and coverage are nearly flawless, the jacket possesses two shortcomings. First, the collar can't be tightened completely around a bare neck to ward off windblast; although the addition of a turtleneck shirt completely cures the problem. Plus, the sleeves' knit cuffs don't seal completely unless they are used with snug-fitting gauntlet gloves.

Those are minor flaws considering the suit's overall versatility. Because, after all, you can't enjoy a winter sport-tour if the freezing cold requires you to bundle up like the Michelin man. And with the Sport Touring suit, you don't have to.

—George Wegner



PHOTOGRAPHY © 1986 DIEDRE E. ENGLE

Sport Touring suit owes its trim construction to high-tech insulation

A new way to battle one of motorcyclists' oldest enemies—cold.

Liner can be removed when it turns hot

Gaitors seal pants when its not.

Tour Master Sport Touring Jacket and Pants

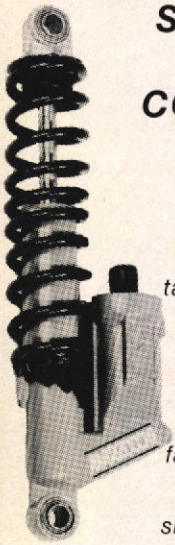
Manufacturer: Tour Master Riding Apparel, 2115 Colorado Ave., Dept. CG, Santa Monica, California 90404

Suggested retail price: Jacket $129.95–$134.95; Pants $119.95–$124.95

Available sizes: S–XL in black; XS–XL in brown

Available colors: Jacket, black with red-white-and-blue or red-grey-and-black; brown with brown-tan-and-brown. Pants, black or brown

MARZOCCHI



SHOCKING SALE CONTINUES!

Due to the strong U.S. dollar, we are continuing our $20 price reduction on Marzocchi Strada gas shocks! Take advantage of this sale to give your bike the dampening and ride control that the factory forgot. Total separation of gas and oil eliminates suspension fade completely. A lifetime, limited warranty guarantees Strada shocks will last the lifetime of your bike. Available for most twin shock motorcycles. Sale price $139; we will honor this price as long as the dollar remains strong! Supplied complete with springs, preload adjuster, and service manual. CALL 1-800-523-2522; IN PA CALL (215) 672-9100.

COSMOPOLITAN MOTORS
301 JACKSONVILLE RD.
HATBORO, PA 19040

MOTORCYCLE MECHANICS...

AMERICAN MOTORCYCLE INSTITUTE...

- Trains You
- Certifies You
- Assists Placing You
- You get more at AMI

AMI has over 7000 grads working throughout the world . . . BE ONE!

AMI, a Voc-Tech Training Center also offers — Marine Mechanics Training — Computer Service Tech and Programming (COBOL) . . .

AMI INC. DAYTONA BEACH, FLA.
FOUNDED 1972

1445 SKYTROOPER ROAD
DAYTONA BEACH, FL 32014
TOLL FREE
CALL 1-800-874-0645
IN FL 1-800-342-6050

86-2-12 SEND MORE INFORMATION TO:
NAME _____ AGE _____
STREET _____
CITY _____
STATE _____ ZIP _____
PHONE ( ) _____
☐ MOTORCYCLE ☐ COMPUTER ☐ MARINE

PRODUCT EVALUATION:

Frank Thomas Boot Dubbin

Sole salvation.

• Nothing lasts forever, especially the finish on a new pair of boots. Everyday wear and exposure to the elements will quickly deplete the leather's life-sustaining moisture, dulling the boots' finish and making the leather brittle. Boots aren't the only victims of the typically harsh motorcycling environment, either; leather jackets and gloves also need to be cared for. Help is on the way, though, with Frank Thomas' Boot Dubbin—a penetrating wax that's claimed to restore some of the leather's natural moisture and give it a new lease on life.

Restoring your leather gear's essential fluids is an easy job with the boot dubbin, too. Frank Thomas recommends applying the polish liberally, and after letting the garment sit for an hour or so at room temperature—to give it a chance to absorb the wax—you need only wipe off the excess. How much the leather absorbs depends on its thirst, so using the dubbin liberally offers the leather a chance to drink as much as it wants.

And with a full stomach of dubbin, the leather will display an inner glow, and be noticeably more supple than before. Moreover, the boot dubbin's first aid proves to have lasting effects: On boots, the finish will hold up for weeks, and last even longer on jackets or gloves. Also, the wax gives the leather additional water-repelling qualities, though it stops short of completely waterproofing the garment.

But what the dubbin's supposed to do, it does well, and at a bargain-basement price of $3.95 per tin to boot. That 3.2 ounce portion will cover a pair of boots at least eight times or a jacket at least three times. All things considered, FT's boot dubbin stands out as inexpensive insurance for your expensive leather goods—or as the next best thing to a new pair of boots. *—Marc Cook*

Frank Thomas Boot Dubbin
Importer: Redwood Cycle Scene, Dept. CG, P.O. Box 3192, Santa Rosa, California 95402
Suggested retail price: $3.95 per 3.2 ounce tin

PHOTOGRAPHY © 1986 VIC HUBER

FT boot dubbin provides dry, scuffed leather with life-saving moisture

Taking a shine to your riding gear's health.

RIDING SCHOOL:

PHOTOGRAPHY © 1986 DAVID DEWHURST

The Foundations of Motorcycle Safety

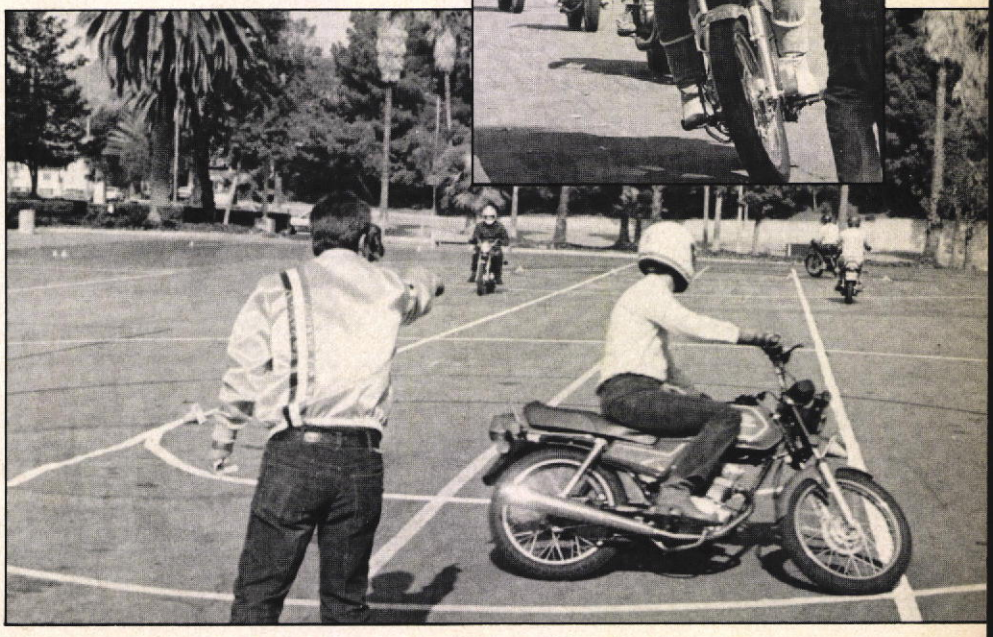
Keeping the shiny side up.

BY TIM BRODD

As I dragged myself into the hotel's conference room, it was 7:15 a.m. Dawn was peeping over nearby Hollywood Bowl and promised a beautiful spring Saturday. I felt irritated at having to get up so early, at being stuck inside. And I was uncomfortable. What, exactly, was the managing editor of a motorcycle-enthusiast magazine doing in a beginner's riding course?

The answer wasn't that absurd. My talents at CYCLE GUIDE consisted of more than my two-wheel expertise; that had been limited to bikes you pedal. Yet, the staff

Continued



wanted someone like me to go through the Motorcycle Safety Foundation training course and report on it. This seemed easy enough, and the editorial position was too good to turn down. I agreed to what I began thinking of as The Great Experiment.

Later, I wondered why I'd so readily concurred. Oh, the first stages had been simple; I called the MSF for its nearest class [(800) 447-4700], signed up and paid the fee. Looking over the schedule, though, I began to have my doubts: 20 hours over two weekends, beginning at 7:30 a.m. Sharp. Latecomers not allowed.

As it turned out, no one was ecstatic about the early hour. To make matters worse, among the two dozen or so students was a young woman who seemed an old hand in her leather jacket and full-coverage helmet—certainly not the way *I* expected a new motorcyclist to look. Great; so much for the fragile male ego; I could look forward to being humiliated on the riding range. Already I imagined myself sprawled under a fallen motorcycle, embarrassed as one of the women helped me up from the parking lot surface. Uneasiness gnawed at my stomach; perhaps The Great Experiment would fail before it reached the critical stages.

Such worries soon faded. I was touchy at first. Someone would ask about my job, and I'd mumble something about being CYCLE GUIDE's managing editor. I felt more at ease later, though. The group was a wild mix of adults aged 20 to 50, college students, housewives, lawyers, and to my relief, only a few had done any previous riding. I also found it interesting that there were more males than females. Despite my vulnerability, mine was not the only ego open for abuse.

Feeling a little better, I settled back into my chair. As expected, there were discussions and the obligatory slides and films about the basics of motorcycling: control positions, starting, stopping, signalling, scanning . . . those kinds of things. The instructor made it clear we were expected to learn—quickly. There's a *lot* to cover in eight hours of classroom instruction and 12 hours of actual riding. And it all centers on the purpose of the MSF: Turning out safe riders, able to reduce the odds and severity of accidents and make correct decisions in difficult situations. To some, the instruction might seem like common sense, but it was new to me. After the first day in the classroom, I actually looked forward to *riding* on the marked range across the street.

My enthusiasm depreciated somewhat by 7:15 Sunday morning, when my group met on the riding range. Looking at the painted lanes, circles and curves, I pictured myself wobbling all over, bumping into pylons and riders. Or the worst horror would come true, and I'd fall in front of everyone. I glanced at one of the women nearby. She smiled confidently at me, snapping gloves over the sleeves of her leather jacket. I smiled back, weakly. The Great Experiment was faltering again.

MSF stresses level head

Making the rounds easier.

I shouldn't have been so concerned. Even if I fell, I'd only hurt my ego. Everyone was required to wear ankle-high shoes or boots, gloves and long-sleeve shirt or jacket. Helmets are mandatory, either your own or one provided by the MSF. Bikes also are provided, a cooperative program with major manufacturers. I'd been practicing at work on a Honda Rebel, and I'd grown accustomed to its power delivery and easy handling. I wanted it for the class, but insurance conflicts ended that. Frantic at the prospect of changing bikes, I tried to remember what I'd learned on the Rebel, mentally went over classroom information and hoped for the best.

It started out well. I was teamed up with a Yamaha Exciter, and its electric starter eliminated any kickstarting frustrations. Everyone rode cautiously in first gear, learning to find the clutch engagement point, always with eyes ahead, knees in. Gradually, we progressed to cornering, shifting, simple braking, weaving between pylons and making circles. OK, I made oblongs, skipped pylons and stalled a few times. I *didn't* fall.

No falls during the week, either, as I practiced on the Rebel, pleased that I could maneuver the little 250 even if still unsure about the Experiment's outcome. By the next session, we were zipping around in *second* gear with fewer problems. We tried advanced skills: countersteering, emergency braking and standing on the pegs over obstacles, hearing the instructors bark out praise and criticism. I never thought I'd be "sailing" over a two-by-four, yet I was. Locking up the rear wheel? Well, that wasn't too much of a problem as long I remembered to downshift before taking off again. Of course, the class never went out into street traffic, but the program is designed to give you the mental and physical skills required for life in the four-wheel world *before* sending you out where you actually need them.

And it's those skills that were covered on the final exam. I felt familiar butterflies inside, but there was no turning back. I didn't do as well as I wanted on some tests, but it was enough to graduate. The main purpose of the MSF course, however, is making proficient riders.

The MSF staff does its best to achieve that goal. It now has an updated program for beginners, with more emphasis on technique. A course for scooter riders also is planned, while the Specialty Vehicle Institute of America offers a one-day course for ATV riders. The $125 MSF fee might seem high, but it's a worthwhile investment. For instance, a completion card qualifies you for a 10 percent insurance discount with some companies. It also provides beginners with the chance to decide if motorcycling is for them.

I know it suits me. I'll choose two wheels over four anytime, but I've moved up from the Rebel to machines with a slightly different cause. Because even though safety remains my main concern, there's just something about a Ninja 1000R or FZ750 that I definitely can manage. •

Beginners hang on instructor's every word

The only way to maintain the grade in MSF's rider courses.

PRODUCT EVALUATION:

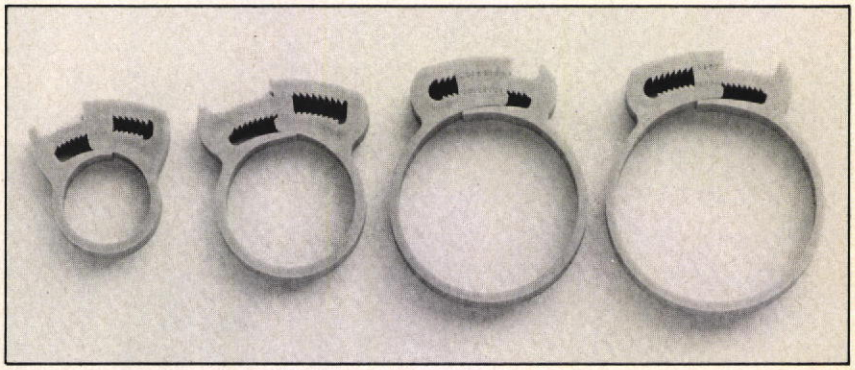
Richter Performance Systems Speedy Clamp

Putting the squeeze on an old standard.

• Some things are tough to improve—hammers and mousetraps for instance. The worm-drive hose clamp is another example, but Richter Performance Systems decided it was time to build a better hose clamp.

To do that, RPS's new Speedy Clamp starts by living up to its name. Just squeeze the jaws with pliers, and Speedy Clamps are secure enough to hold a claimed 120 psi. Speedy Clamps also eliminate the excess metal that hangs out of standard hose clamps, and won't cut fingers or snag clothes once installed.

Still, Speedy Clamps cannot completely replace steel hose clamps. The main reason is versatility; a metal hose clamp can cover a wide range of diameters, but a Speedy Clamp can only be used on items within 3mm of its largest diameter. Furthermore, Speedy Clamps work well only in round applications, while hose clamps work well on almost anything they'll fit around.



PHOTOGRAPHY © 1986 VIC HUBER

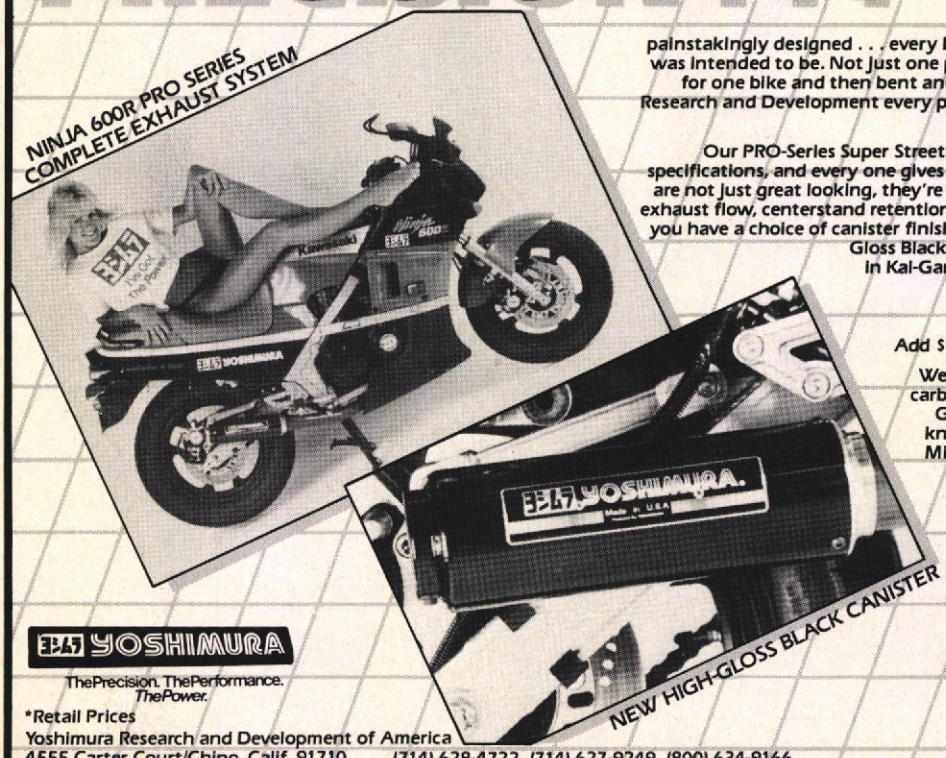
Four of the Speedy Clamp's 12 sizes

Variety to offset limited range.

So, while Speedy Clamps won't give hose-clamp manufacturers fits, they do offer a quick, snag-free alternative to the hose clamp in most applications. After all, a *better* hose clamp is a tough order, but in some cases a *different* clamp is real improvement. —*Mike Gillies*

Speedy Clamps
Distributer: Richter Performance Systems, Dept. CG, 2850 E. 29th St., Long Beach, California 90806
Available sizes: 12 sizes from 10mm to 60mm
Suggested retail price: 55 to 95 cents

PRECISION . . .



painstakingly designed . . . every bolt, spring and gasket fits exactly where it was intended to be. Not just one part fits all. Not parts that have been made for one bike and then bent and adapted to 'fit' other bikes. At Yoshimura Research and Development every part we make has only one function for one bike. That's Precision. That's Yoshimura.

Our PRO-Series Super Street and Slip-ons are made exactly to your bike's specifications, and every one gives your bike that great factory look. Our pipes are not just great looking, they're also functional; weight reduction, improved exhaust flow, centerstand retention, oil filter and drain access are all here. Now you have a choice of canister finishes — the classic aluminum or our new High Gloss Black finish. Complete exhaust systems, available in Kal-Gard black . . . . . from $230.00*

Slip-on tail sections available in High-Gloss Black . . . . . from $149.00*

Add $10.00 for the new High Gloss Black canister.

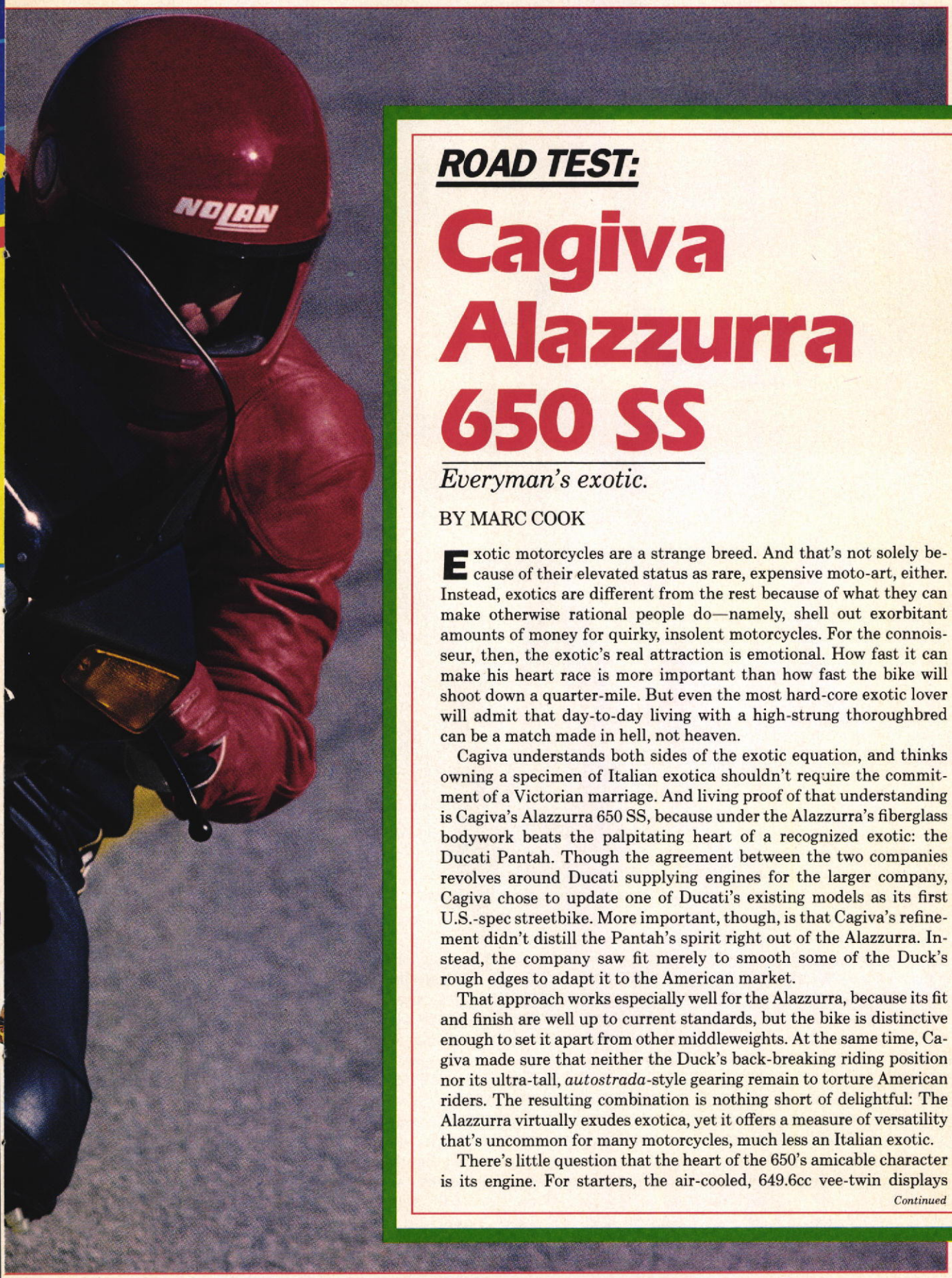
We now have the New Mikuni 27mm Flat Side carburetors currently available for the Kawasaki GPZ 550, soon for FJ600 and Ninja 600R. You know about the precision that goes into every Mikuni carburetor. Now add the experience of the most successful factory supported privateer and you can't lose. Yoshimura-Mikuni Super Response Carburetors . . . . . from $417.21*

At Yoshimura Research and Development we go to great lengths to provide you with the highest quality parts you can get, with the precision you just can't find anywhere. Give us a call, or better yet, send $4.00 for our latest catalog and get a first hand look at just how much we can do for your bike . . . and your confidence.

YOSHIMURA
The Precision. The Performance. The Power.

*Retail Prices
Yoshimura Research and Development of America
4555 Carter Court/Chino, Calif. 91710 (714) 628-4722, (714) 627-9249, (800) 634-9166

PHOTOGRAPHY © 1986 DAVID DEWHURST



ROAD TEST:

Cagiva Alazzurra 650 SS

Everyman's exotic.

BY MARC COOK

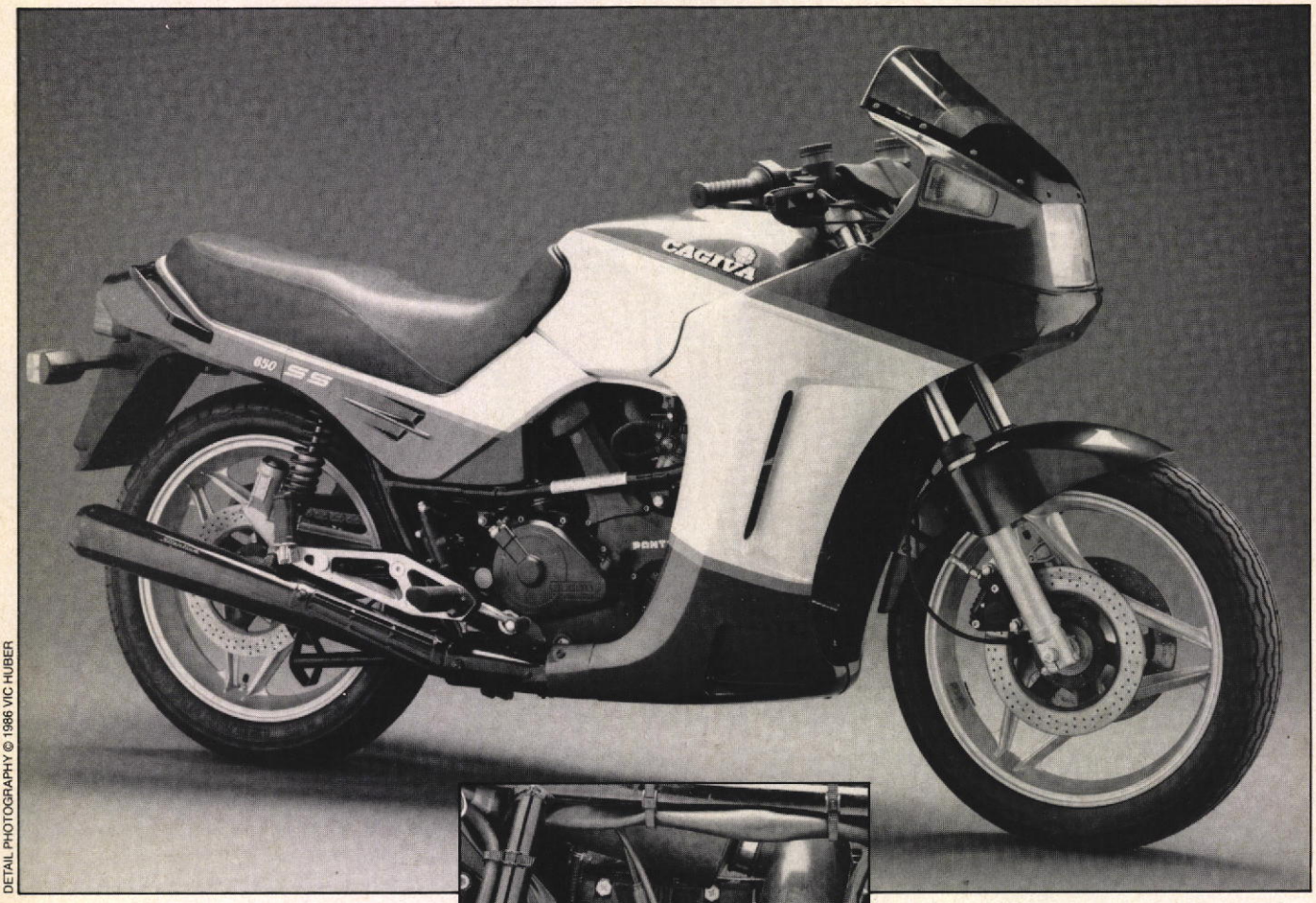
Exotic motorcycles are a strange breed. And that's not solely because of their elevated status as rare, expensive moto-art, either. Instead, exotics are different from the rest because of what they can make otherwise rational people do—namely, shell out exorbitant amounts of money for quirky, insolent motorcycles. For the connoisseur, then, the exotic's real attraction is emotional. How fast it can make his heart race is more important than how fast the bike will shoot down a quarter-mile. But even the most hard-core exotic lover will admit that day-to-day living with a high-strung thoroughbred can be a match made in hell, not heaven.

Cagiva understands both sides of the exotic equation, and thinks owning a specimen of Italian exotica shouldn't require the commitment of a Victorian marriage. And living proof of that understanding is Cagiva's Alazzurra 650 SS, because under the Alazzurra's fiberglass bodywork beats the palpitating heart of a recognized exotic: the Ducati Pantah. Though the agreement between the two companies revolves around Ducati supplying engines for the larger company, Cagiva chose to update one of Ducati's existing models as its first U.S.-spec streetbike. More important, though, is that Cagiva's refinement didn't distill the Pantah's spirit right out of the Alazzurra. Instead, the company saw fit merely to smooth some of the Duck's rough edges to adapt it to the American market.

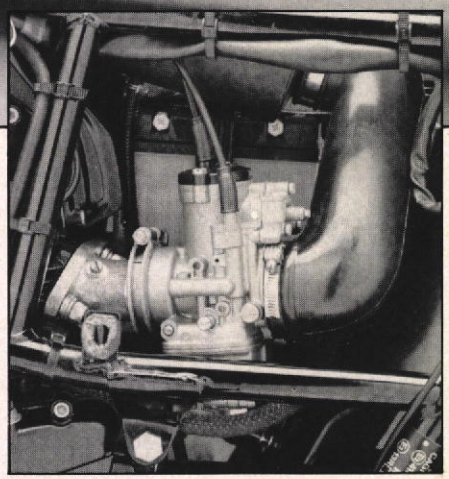
That approach works especially well for the Alazzurra, because its fit and finish are well up to current standards, but the bike is distinctive enough to set it apart from other middleweights. At the same time, Cagiva made sure that neither the Duck's back-breaking riding position nor its ultra-tall, *autostrada*-style gearing remain to torture American riders. The resulting combination is nothing short of delightful: The Alazzurra virtually exudes exotica, yet it offers a measure of versatility that's uncommon for many motorcycles, much less an Italian exotic.

There's little question that the heart of the 650's amicable character is its engine. For starters, the air-cooled, 649.6cc vee-twin displays

Continued



DETAIL PHOTOGRAPHY © 1986 VIC HUBER



Dell'Orto carbs remain a Ducati trademark

Mixing it up for the boys from Varese.

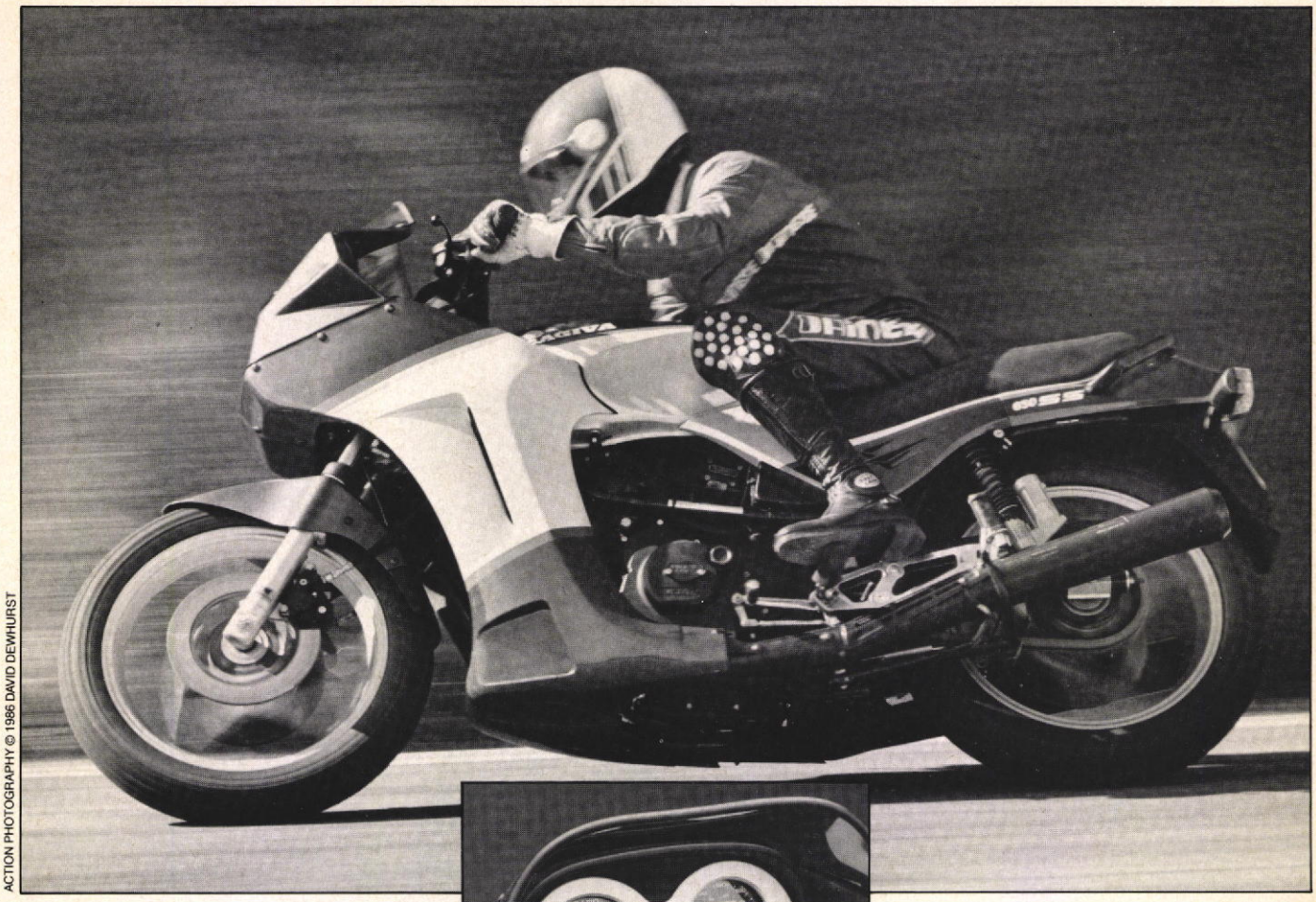
impeccable manners together with an unusually broad, usable powerband. As low as 2000 rpm, the SS pours out a torque-laden stream of power that feels almost constant until 6500 rpm, when the motor hikes up its skirt and rushes toward redline. Although it's not necessary to wring the motor to its 9000-rpm redline to extract its best power, it will pull willingly up to—and slightly past—that point.

Considering the source of that power is essentially a slightly modified 600 Pantah motor, the Alazzurra's broad powerband is surprising. Cagiva wanted a smooth, usable spread of power for its first American-export streetbike, and so commissioned Ducati to break the Pantah's cammy, high-rpm habits and pump up the engine's torque throughout the rev range. To that end, the two-valve-per-cylinder motor received a 1mm larger bore and a 3.5mm longer stroke compared to the 600, boosting displacement from 583cc to 650cc. Plus, the Alazzurra's desmodromic valvetrain got slightly milder cam timing, though valve sizes (37.5mm intake, 33.5mm exhaust) remain faithful to the Pantah dimensions.

At the same time, Ducati performed some hocus-pocus on the drivetrain to adapt the package for the American market. The most significant changes include slightly shortened (raised numerically) final-drive and fifth-gear ratios, alterations intended to complement the new engine's gutsy midrange. Those changes also make life easier for the bike's clutch, because the old Pantah's super-tall first gear necessitated two-stroke-like clutch slipping to get under way. But the Cagiva's hydraulic clutch actuation—a change made solely to counteract the stiff clutch springs—won't make life any easier for you: Lever effort is unusually high, and the blade's sharp edges only bring that home even more.

Likewise, the Alazzurra's throttle and front brake require uncomfortably high effort. As with many Brembo brakes, the SS's front brake provides subpar feedback, making wheel lockup difficult to predict during hard sport riding. What's more, the feel and level of effort change substantially as the binders get hot, which makes braking action inconsistent from corner to corner. Yet in typical Brembo fashion, the fixed calipers and cast-iron discs—virtually the same as on the '80 Pantah—provide plenty of power, more than enough to stop the 432-pound SS.

As with the brakes, much of the Alazzurra's chassis pieces are a direct carryover from the Pantah. Cagiva elected to use the Ducati components to help speed the Alazzurra into production—although subsequent big-bore streetbikes from the firm will use all-new frame and suspension pieces wrapped around Ducati engines. That doesn't mean today's Alazzurra frame was neglected, though: Cagiva reduced the steering head angle 0.5 degree (to 30.0 degrees) in an effort to quicken the SS's steering response. Otherwise, the frame follows the original Ducati ladder design, with a series of mild-steel tubes forming a bird-cage "box" between the steering head and the top shock mounts. The engine bolts to this frame via six solid



ACTION PHOTOGRAPHY © 1986 DAVID DEWHURST

Uncluttered instruments include clock

Breaking a timeless tradition.

mounts, forming a stressed member with the swingarm pivoting on bushings in the rear of the crankcase.

Compared to the frame, the Cagiva's suspension components seem utterly conventional. Up front, there's a Marzocchi fork with 35mm-diameter stanchion tubes that provides neither air-pressure nor damping adjustments. In a similarly Italian fashion, the rear suspension consists of a pair of Marzocchi shocks offering spring-preload adjustment only. And although Cagiva has fitted softer springs to both ends compared to the earlier Ducati's, the ride is decidely firm, especially at the rear. Moreover, the fork possesses a fair amount of seal friction, making it feel noticeably stiff, when in fact its spring rate is much softer than at the rear.

And it's the suspension's shortcomings that prove to be the Alazzurra's Achilles' heel on a twisty backroad. The suspension responds poorly to pavement irregularities, making it difficult for the tires to maintain traction through bumpy corners. Moreover, larger bumps find their way through the shocks with enough force to threaten to throw you off the saddle. The suspension's inadequacies are unfortunate, too, because they undermine what are otherwise excellent steering characteristics. Initiating a turn requires only light pressure on the narrow bar, and the SS responds in the linear fashion that Italian sportbikes are renowned for. Still, the bike's light steering feel doesn't necessarily mean the bike *steers* quickly: The Alazzurra won't flick over into a turn or change lines as rapidly as most middleweights, thereby requiring a more aggressive riding style than is necessary on the Japanese competition.

In terms of engine performance, though, the Alazzurra proves easy to ride hard. Granted, the Cagiva can't keep pace with Japan's middleweights in terms of sheer horsepower, but the bike's powerband eases the chore by virtue of its breadth: There's enough power as low as 4500 rpm to mount a serious charge out of a corner. And when it comes time to stir the SS's gearbox, you'll find that the five ratios are well spaced and the transmission's shifting action is superb—the Bullworker-class clutch pull is the only significant hitch in the bike's driveline.

Moreover, the Cagiva's motor suits it well for touring duty, as well. With the 650's fairly short gearing, the engine turns about 4500 rpm at 60 mph—right in the heart of its torque curve. What's more, vibration at that engine speed is negligible: You'll have to spin the motor above 7000 rpm before any noticeable vibration creeps through the pegs and bar. Not only is the Cagiva smooth, it's also fairly comfortable. Surprisingly, the bike's stiff rear suspension doesn't hurt it as much on the highway as it does on the twisty road, because the soft Pirelli Supertouring tires absorb most of the smaller jolts, making the bike feel more taut than harsh.

The SS's moderate riding position and broad, flat saddle help on long-distance travel, too: The Alazzurra's ergonomics allow you to spread your weight almost equally between the seat, bar and pegs. And as icing on the cake, the bike's fair-

Continued

IN 24 HOURS IT CH

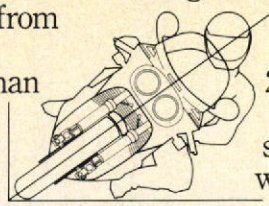
If we told you that Suzuki won both 1st and 2nd Place in The 24 Hours of LeMans, you probably wouldn't be too shocked.

GSX-R After all, what else would you expect from a company whose factory works bikes have won no fewer than 32 World Championships?

You'd expect machines with awesome power. Like a 750 that pumps out around 100 horsepower, yet weighs less than most 450s. Or a 130-horsepower 1100 that's light enough to make most 750s seem overweight.

But what if we told you that we took those same winning racers and made them street legal? Well, that's exactly what we've done, and we call them the GSX-Rs. They're not just replicas of race machines, they *are* race machines.

How else can you explain a 750 that—straight out of the shipping crate—allowed the editors of Cycle World to set 12 new speed records, including a new 24-hour endurance record?



The GSX-R750's incredible 55-degree lean angle gives it handling characteristics like a race bike. Perhaps that's because it is a race bike.

How else could a completely stock 750cc motorcycle bump the world's 24-hour endurance record for any size motorcycle up from 117mph to an unbelievable 128mph?

The simple fact is, what we've created is a pair of the world's fastest, lightest and most agile hyperbikes ever produced. The Suzuki GSX-R750 and 1100:

Each machine a product of

Suzuki's Advanced Cooling System (SACS) is far more efficient than air cooling, yet far lighter and simpler than water cooling.

The box-section aluminum GP-type frame is computer designed to resist flexing even under grueling race conditions.

Major engine components are computer-designed to be exceptionally light in weight, yet high in tensile strength.

Both the GSX-R750 and 1100 have advanced anti-dive systems for quick response and improved brake feel. The 750's system is hydraulically-activated, while the 1100's anti-dive is operated electrically.

ANGED THE WORLD.

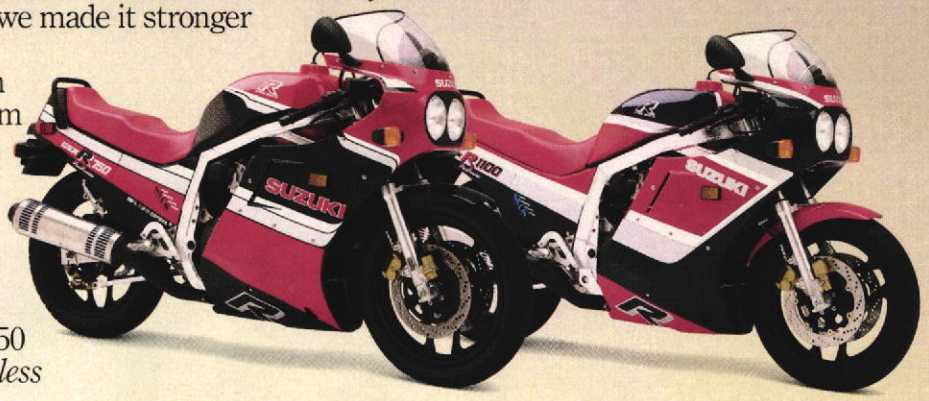
enormous amounts of research and development time. Each one representing a giant leap forward in motorcycle performance.

And yet, the design criteria for the GSX-Rs was surprisingly simple. If a part could be made lighter, we made it lighter. If it could be made stronger and simpler, we made it stronger and simpler.

The result? How about an advanced new cooling system that's not only far more efficient than conventional air cooling, but weighs far less than water cooling. Or an 1100cc engine that weighs just 180 pounds. Or a computer-designed aluminum 750 frame that actually weighs *less than 18 pounds.*

All this is just part of what makes the Suzuki GSX-Rs the quickest, most agile pure-function hyperbikes ever built. And it's why we still maintain that to win races and set new records, you really *do* need exotic factory works bikes.

It's just that ours can be ridden on the street.



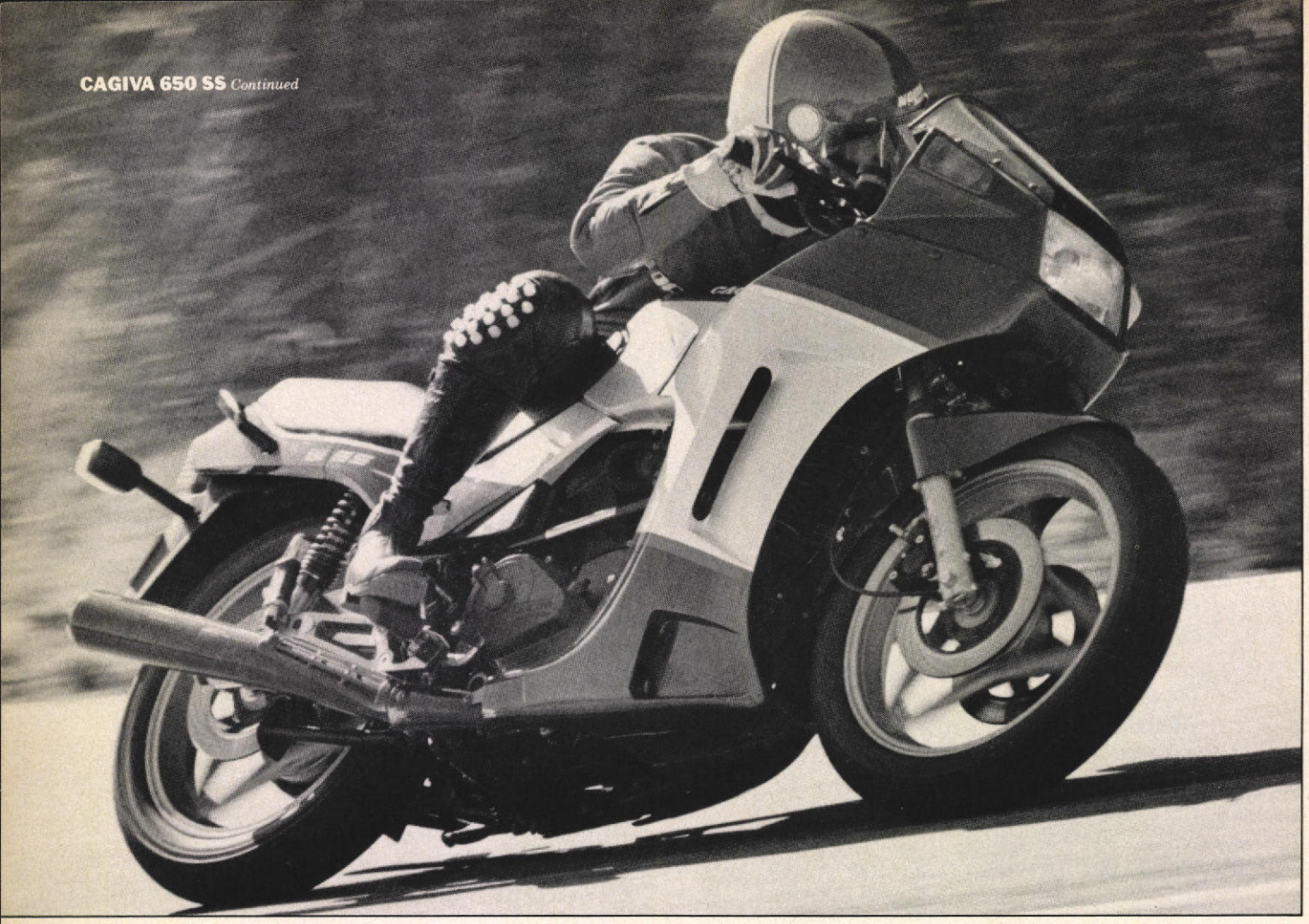
Exotic alloys such as magnesium are used whenever possible to keep weight to the bare minimum.

MAN AND MACHINE SUZUKI® WORK LIKE A SINGLE MOVING PART.

Suzuki's acclaimed Full Floater rear suspension system yields uncanny control, yet weighs surprisingly little.

Another first on a production sport machine is the use of 130+ mph V-rated radial tires front and rear.

Be safe. Always wear a helmet, eye protection and protective riding apparel. For riding courses call the Motorcycle Safety Foundation at 1-800-447-4700.



ing affords the rider good upper-body and hand protection, with very little helmet buffeting. All told, the Alazzurra proves to be unusually comfortable for a sporting bike, and exceptionally so for an Italian sporting bike.

When you're faced with around-town riding the Cagiva's shine dims, however. Thanks mostly to the bike's high control efforts, stop-and-go traffic or slow speeds quickly become a test of forearm strength. In addition, the bike's low-speed throttle response gets progressively more abrupt as the engine heats up, amplifying the bike's driveline lash. Finally, our early production test bike possessed an erratic idle that kept dropping as the motor got hotter.

Still, the bike's deficiencies pale when you consider how far Cagiva has brought the Alazzurra with comparatively minor changes to its Ducati predecessor. Every area Cagiva considered important to the American market—tractable powerband, middle-of-the-road riding position and high-quality fit and finish—has been vastly improved. In fact, when compared to Japan's sporting middleweights, the Alazzurra seems delightfully broad-band, proving you don't have to endure repli-racer contortions or a cramped cockpit to have an agile middleweight.

There's another angle on the vee-twin, too, albeit a considerably subjective one. Because Cagiva elected to let some of the bike's Ducati heritage show through its new clothes, there's an intangible element of exotica present. Consider, too, that the Alazzurra embodies some of the most alluring elements of a true exotic—limited numbers and a colorful history—but without many of the warts that usually accompany an exotic. In that context, the Alazzurra 650 SS comes out a winner on two fronts: It's a fine motorcycle in its own right, and it's an exotic you can live with. •

Nits:

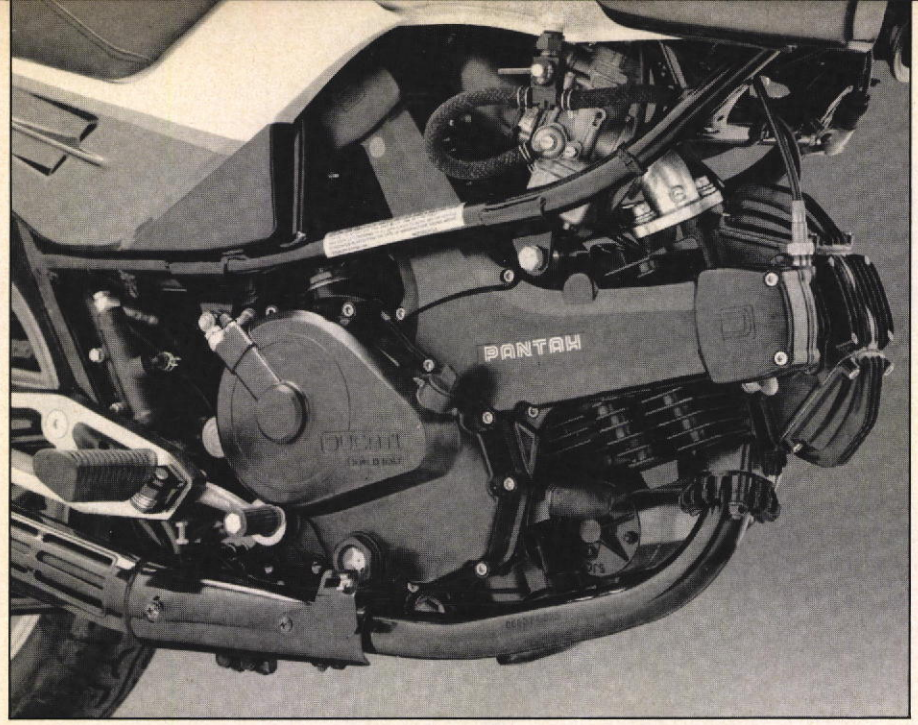
- Frame-mount choke lever is difficult to reach and has no intermediate settings.
- Low-fuel warning light is inconsistent.
- Mirrors offer insufficient view of area directly behind motorcycle.

Picks:

- Tubular handlebar allows easy replacement.
- Fairing-mounted clock is convenient.

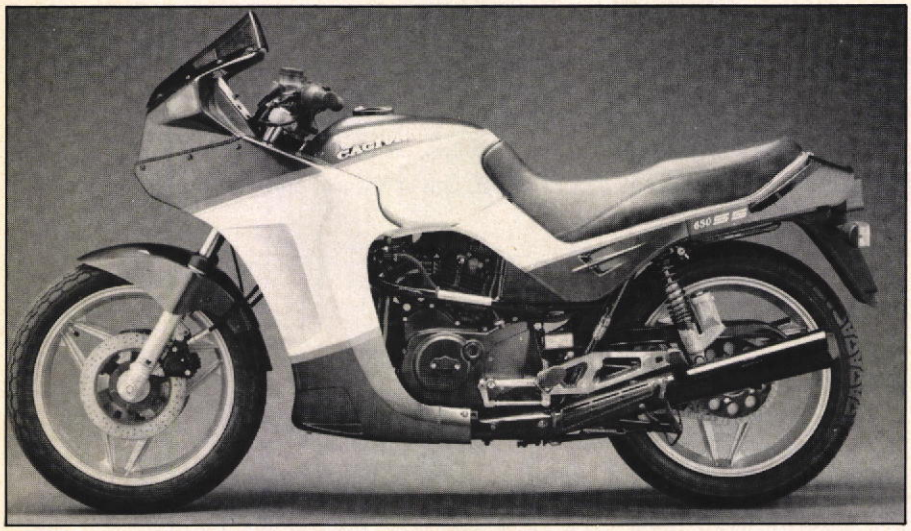
COMPARATIVE TEST DATA:

Make and Model	Quarter-Mile, sec/mph	Top Speed, mph	Weight, lbs.	Stopping Distance From 60 mph, ft.
Cagiva Alazzurra 650 SS-'86	12.982/99.18	113	432	135
BMW R80-'85	13.357/98.36	114	439	148
Honda VF500F Interceptor-'84	12.484/106.00	126	419	123
Kawasaki Ninja 600R-'85	12.124/109.09	135	448	135
Suzuki GS550ES-'85	12.551/106.50	119	447	133
Yamaha FJ600-'84	12.468/105.63	126	435	129



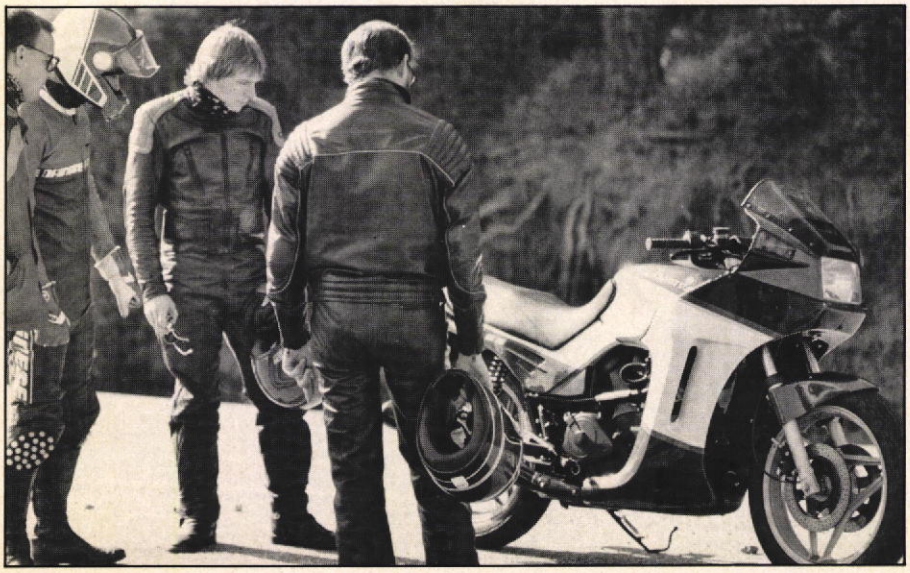
Alazzurra's motor displays classic Ducati 90 degree vee-twin configuration

But 650cc displacement gives the Pantah motor a new dimension of tractability.



Fiberglass fairing and sleek bodywork give Alazzurra modern looks

The body of a Japanese middleweight and the soul of an Italian exotic.



Ride Review

• After riding the Alazzurra SS, I've decided I *must* have one—as a training device. Never before have I put so much effort into making a bike go . . . uh . . . fast.

Yes, the way I figure it, I'll spend five days a week riding the Cagiva, and by Sunday I'll be ready for *anything.* The clutch and front brake will prepare all ten fingers with protective callouses and plenty of strength. After a week of wrestling with the Cagiva's steering, I'll be ready to get back into motocross. And finally, the hard seat will leave me qualified for a transcontinental run.

But don't get me wrong, the Cagiva does have a strong point of its own. In fact, the motor ranks as one of my favorites in the middleweight class. The broad powerband makes it a great tight-roads motor, but the rest of the bike will make those roads a workout.

—Mike Gillies

• I really didn't know what to expect the first time I threw a leg over Cagiva's Alazzurra. After all, though I've never been much of a Ducatiphile, I'm well aware of the bike's Ducati heritage. As a result, I expected the bike to ooze enough tradition to stain my pant legs, and possess enough quirks to make Howard Hughes seem well-adjusted.

What I didn't expect, though, was a motor that far outshines its chassis. Because while the Ducati motor puts out the kind of power most twins aspire to, the Alazzurra's high-effort controls and bone-shaking suspension response could put a hardtail Harley to shame. So at least now I can understand the attraction some riders feel toward Ducati, but until Cagiva comes up with a fix for the *rest* of the bike, I'll be happy to admire the Alazzurra from afar. *—Jim Miller*

• There's another Ducati in my past—a powder-blue Darmah SS—so I was especially anxious to ride the Cagiva Alazzurra. You see, I was hoping it would bring back memories of my old Duck and our times on the infamous Marin County Sunday Morning Ride, when together we pierced the early-morning, fog-shrouded peace of Highway One with the sound of huge Dell'Ortos and open Conti mufflers.

Well, the Alazzurra brings back the memories, all right—but not all of them good, such as high-effort controls, slow steering response, a stiff fork and underdamped shocks. The willing 650cc engine almost, but not quite, makes up for all these shortcomings. But I still hope Alazzurras sell by the boatload, because maybe then Cagiva can afford to build a 1000cc version. Then I'll be off to Marin again—this time on a liter-Duck.

—Jerry Smith

Continued

CYCLE GUIDE SPECIFICATIONS

Cagiva Alazzurra 650 SS — street

IMPORTER: Cagiva North America Inc., 20030 S. Normandie Ave., Torrance, California 90502

SUGGESTED RETAIL PRICE: $3893

ENGINE

Type . . . . . four-stroke 90-degree vee-twin
Valve arrangement . . . . . .single overhead camshafts, two valves per cylinder
Bore and stroke . . . . . 82.0mm x 61.5mm
Displacement 649.6cc
Compression ratio 10.0:1
Engine redline . . . . . 9000 rpm
Carburetion . . . . . two 36mm Dell'Orto slide/needle with accelerator pump
Air filter . . . . . .disposable paper element
Lubrication . . . . . wet sump
Starting system . . . . . .electric only
Ignition . . . . . transistorized breakerless
Charging system . . . . . 12-volt; 300-watt alternator, voltage regulator/rectifier, 14-ampere-hour battery

DRIVETRAIN

Primary drive . . . . . helical gears; 2.226:1 ratio
Clutch . . . . . wet, multi-plate
Final drive . . .#530 O-ring chain (5/8-in. pitch, 3/8-in. width); 2.733:1 (41/15) ratio

Gear	Internal gear ratio	Overall gear ratio	MPH per 1000 RPM
I	2.500	15.210	4.95
II	1.714	10.428	7.22
III	1.333	8.110	9.29
IV	1.074	6.534	11.53
V	0.931	5.664	13.30

SUSPENSION/WHEEL TRAVEL

Front . . . . . Marzocchi, 35mm stanchion tube diameter/ 5.9 in. (150mm)
Rear . . . . . .dual Marzocchi shocks, 5-position adjustable spring preload/3.7 in. (95mm)

BRAKES

Front . . . . . dual double-action hydraulic calipers, 10.2-in. (258mm) effective disc diameter
Rear . . . . . double-action hydraulic caliper, 10.1-in. (256mm) effective disc diameter

TIRES

Front . . . . . .100/90H18 Pirelli MT59 Phantom tubeless
Rear . . . . . .120/80H18 Pirelli MT58 Phantom tubeless

DIMENSIONS AND CAPACITIES

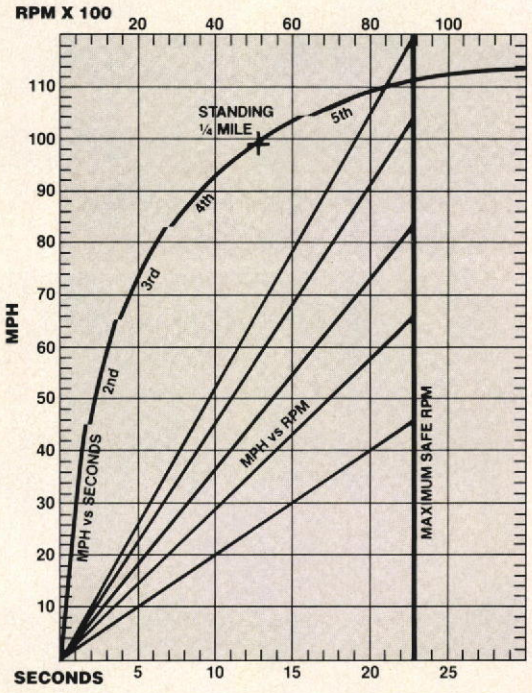
Weight . . . . . .432 lbs. (196.0kg)
Weight distribution . . . . . .44.8% front, 55.2% rear
Gross vehicle weight rating (GVWR) . . . . . 796 lbs. (361.1)
Load capacity (with full fuel tank) . . . . . 335 lbs. (152.0)
Wheelbase . . . . . .56.5 to 57.8 in. (1434 to 1467mm)
Seat height . . . . . 27.8 in. (706mm)
Handlebar width . . . . . 27.0 in. (685mm)
Footpeg height . . . . . 14.0 in. (356mm)
Ground clearance . . . . . 6.5 in. (165mm), at exhaust pipe crossover
Steering head angle . . . . . 30.0 degrees from vertical
Front wheel trail . . . . . 4.92 in. (125mm)
Frame . . . . . tubular mild-steel, no front downtubes
Oil capacity . . . . . 3.5 qt. (3.3/)
Fuel tank . . . . . steel, 4.6 gal. (17.5/), including 0.9 gal. (3.5/) reserve
Instrumentation . . . . . .speedometer, odometer, tripmeter resettable to zero, tachometer, clock

PERFORMANCE

Fuel consumption range . . . . . 34 to 49 mpg (14 to 21 km/l)
Average fuel consumption . . . . . 41 mpg (18 km/l)
Cruising range, maximum . . . . . .156 to 225 miles (251 to 362km)
Cruising range, reserve only . . . . . .31 to 44 miles (50 to 71km)
Speedometer error, 30 mph indicated . . . . . .30 mph actual
Speedometer error, 55 mph indicated . . . . . .55 mph actual
Best 1/4-mile acceleration . . . . . .12.982 sec., 99.18 mph (160 kph)
Top speed (observed) . . . . . 113 mph (182 kph)
Stopping distance from 30 mph . . . . . 33 ft. (10.1m)
Stopping distance from 60 mph . . . . . 135 ft. (41.1m)

WARRANTY: 12 months, unlimited mileage

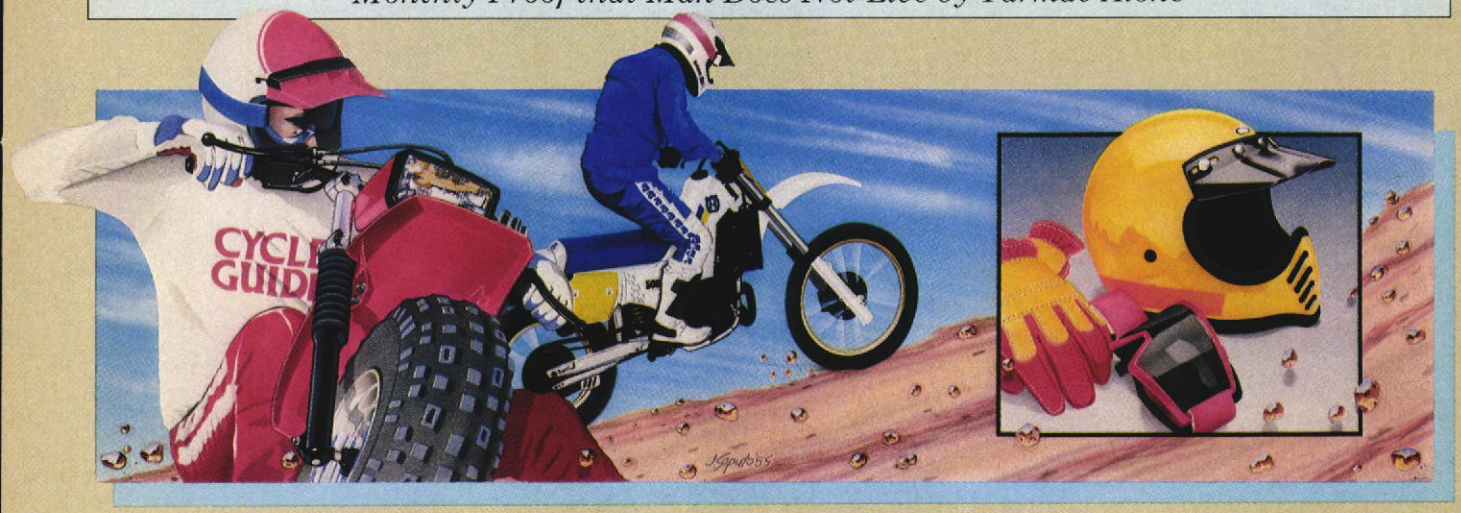
AVAILABLE COLOR: gray-and-white only



All weight and measurements are taken with machine unladen and fuel tank empty.

OFF-ROAD

Monthly Proof that Man Does Not Live by Tarmac Alone



And The First Shall Be Last

• Racers race to win, no matter what it takes, right? Even if it means stopping on the track, right? *Stopping* on the track—to win?

Well, sort of, at least according to the logic used at the Los Angeles Coliseum last November. The race was the third and final round of the Rodil Trophy Supercross Championship, and for this prestigious world championship event, the promoter decided to add a twist to the program—in the interest of better racing. The twist was to invert the starting order of the 20-lap Main, so the racers who finished first and second in each qualifying heat would start at the back. That approach would make the racing more interesting, because the fast guys would have to wade through a pack of not-so-fast guys, rather than leave them in their dust before the race was half finished. Simple, and the idea seemed logical to promoter Mike Goodwin.

But the racers and team managers had other ideas. If a fast rider would deliberately finish third in his heat, he could return later for a semi-heat, where a first- or second-place finish would earn a position on the front row for the Main. According to race thinking, that's logical.

And some of the faster American riders applied that

logic to their heats. The first heat of the Los Angeles race was won by Rick Johnson. "I said before the race that there was no way I'd sandbag," he said after the race.

Then the controversy began. All of the subsequent heat leaders did what Johnson said he wouldn't stoop to: They sandbagged, dropping back to finish third at best, so they could return for a later semi-heat and qualify for a Main-event front-row position. The sandbagging was so rampant that according to Johnson, Ron Lechien "literally stopped on the course."

"What else could I do?" asked Lechien, who, like any professional racer, has been trained to win. "This idea's stupid anyway. The rider that's fastest is the one that should win." That's logical.

That's certainly what the crowd wanted to see, as the people finally reached the point of booing some of the sandbaggers. Finally, Johnson grabbed the microphone from the track announcer, and appealed to the crowd. "I don't know about you," he said over the PA, "but I came here to race." The crowd cheered wildly, then he said, "I don't have much respect for those riders who haven't got the guts to race."

But the question wasn't one of just racing, it was of *winning*, which is why racers race (there's that logic again). Gary "Professor" Bailey, who teaches winning at his own special motocross school, spoke on behalf of most riders. "The whole idea (inverted starts) is dumb. This is racing, and the fastest guy should win," he said.

In the end, Goodwin conferred with the riders and race officials, and trashed the inverted-start concept for the Main. Everybody got an equal shot off the line, and finally Kawasaki's Jeff Ward won the race, while Yamaha support-rider, Jim Holley, deservedly won the series.

Don't count on the inverted start to become a smash hit on the Supercross circuit this year, though. As Yamaha's race director, Ken Clark, said about the Los Angeles race, "I'd put the whole affair somewhere between mud wrestling and rollerball." —*Dain Gingerelli*

PHOTOGRAPHY © 1986 DAVID DEWHURST

Continued

Motocross Improves The Breed

• If you wanted to get an advance look at the '86 Husqvarnas—motocross, enduro, or cross country; two-stroke or four-stroke—the place to look would've been last year's CR MXers. For instance, while last year's Husky lineup included liquid-cooling on the entire CR series (as well as the 250 and 400 WRs), all of this year's 11 Husqvarna two-stroke models are equipped with radiators, including the new 430 Automatic, with its three-speed centrifugal-clutch gearbox. Likewise, last year Husky confined its single-shock rear ends to its CRs; this year's Huskys are uniformly single-shocked. And the front disc brake that turned the hard charging '85 CR Huskys into hard stopping racers, too, found its way onto all 14 Husqvarna models for 1986. In fact, all things considered, once you've made the basic choice between two-stroke or four-, the best way to tell the '86 Huskys apart might be to check the decal on the airbox—after you figure which class you want to win.

—Larry Works

FourTrax For The Tracks

• Since its introduction, the Suzuki Quadracer has had things pretty much its own way. After defining and satisfying the market for racing four-wheel ATVs in one bold stroke, the Suzuki had little more to do than put its heels up on the desk and pick its teeth, so to speak. Oh, it hung around the track with other Quadracers, and it bullied every other four-wheeler (and three-wheeler) it ran across, but there wasn't any challenge—serious or otherwise—to the Suzuki's dominance.

Until now. Honda's dealt itself in, just to keep the game honest. The ante was the liquid-cooled, single-shock FourTrax 250R, an all-race ATV with a manual clutch, engine counterbalancer, triple disc brakes, box-section, double-cradle frame, and independent, double-wishbone front suspension. The 250R's role model is clear—the '85 Suzuki Quadracer—and so is its goal: to beat the Quadracer at its own game. As a measure of the seriousness of the Honda's challenge, the 250R has six gears to the Suzuki's five, as well as greater suspension travel and more suspension adjustments. On paper, anyway, the 250R has the Quadracer figured into a safe, second-place spot. Whether it turns out that way will be decided on the racetracks, but one thing's for certain: Four-wheeler racing finally is a race, not just a Quadracer benefit.

—Larry Works

TRACK TEST:

HONDA CR250R

The red rocket is finally on target.

BY DAVID DEWHURST

• Change has become as much a part of motocross as dirt and jumps. In fact, bikes change so much and so often it sometimes seems like manufacturers are making changes for the sake of change, to fill up the sales brochures with "new" features. Worse yet, some companies seem to employ a let's-try-it-this-way-this-time strategy while trying to hit on the one perfect motocross design.

Honda appeared to use both approaches in its earlier roller coaster ride to motocross perfection. Indeed, the nearly all-new 1986 CR250R has a few of the let's-try-it-this-way changes, too. But for once the CR250R combines some obvious improvements that every racer has longed for. The most obvious sign of Honda's dreams-to-metal technology is the Honda Power Port system (HPP), which uses two horizontal guillotine slides to vary exhaust-port height. Like Yamaha's YPVS and Kawasaki's KIPS systems, HPP is intended to do away with the relatively narrow powerbands that have limited conventional piston-port two-strokes. Instead, the designers wanted to give the CR ample power all the way from idle to redline. Honda also figured that a more progressive rear-suspension linkage as well as a new

PHOTOGRAPHY © 1986 DAVID DEWHURST

Continued

cartridge-type fork would improve handling.

These changes might not sound too different from anything that every motocross manufacturer, including Honda, has tried before. But while those earlier attempts rarely resulted in true progress, Honda seems finally to have found a combination of old and new designs that produces genuine progress in motocross technology.

The single biggest advance comes from the HPP system, which replaces the old ATAC variable exhaust-volume design. More like Yamaha's Power Valve than the old ATAC, HPP modifies the power curve by altering exhaust-port height. As on the YPVS, the Honda system uses a ball-and-ramp arrangement behind the primary drive gear to operate the valve, but from there everything is different. A complex system of links, levers, pivots and gears control two horizontal guillotines. The blades are pushed in from both sides of the bridged exhaust port to form a lower port height at low rpm. The guillotines remain in the closed position until 6500 rpm when the operating mechanism opens them almost instantly and port area is increased 30 percent while port timing alters from 160 degrees BTDC to 180 degrees BTDC.

Such a sudden, large change in port timing might suggest a serious kick in the pants at 6500 rpm, but the Honda shows no such evil tendencies. In fact, the Honda's new-found appeal comes from a linear power delivery that seems to start just off idle and doesn't stop until its 8500-rpm peak. The CR's power curve is further aided by a 38mm oval-slide Keihin carb, 2mm larger than last year's. Combined with a smaller reed block than the '85's, the big carb manages to balance high-velocity, low-rpm gas flow with a large venturi for better high-rpm performance. Whatever the reasons, though, there's now more low-speed snap than even last year's YZ250 offered, and the CR will keep on revving.

The new motor isn't perfect, though. Although Honda shaved weight from almost every other part in the motor, the HPP system means the '86 CR engine weighs 4.4 pounds more than last year's. The HPP system also boosts the motor's compression ratio above 10:1 at low rpm, high enough to make even 92 octane, leaded premium detonate slightly at low rpm under heavy load. Though rich jetting can eliminate some of the detonation, expensive racing gas is the best way to knock out the knocks and retain crisp throttle response. High compression also produces a lot of heat, but Honda countered that with an all-new, Nikasil-coated cylinder that dissipates heat better than the old steel liner. And although the cylinder cannot be rebored, the Nikasil is both lighter and harder than a steel liner.

In addition, the new cylinder provides a 0.4mm larger bore, which bumps the CR's engine capacity from 246cc to 249cc. But that small increase can't account for the Honda's increased power. The CR motor feels bigger than a 250 on the racetrack, and actually works best if short-shifted like an Open-classer.

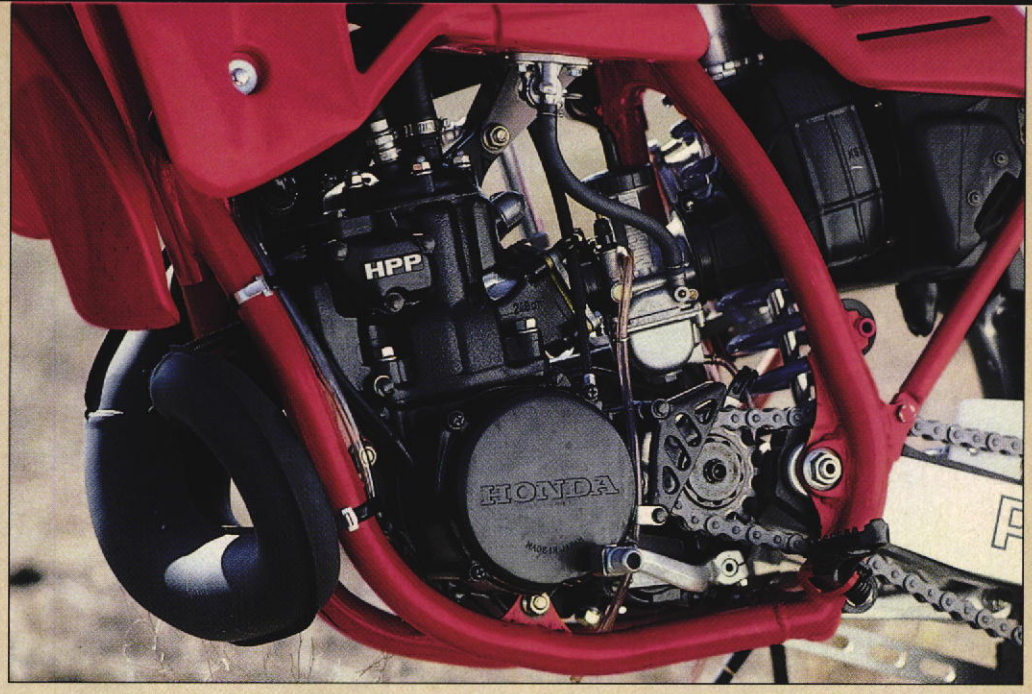
Even when there's no time to shift, the CR250 still revs quickly, with little vibration and enough power to win almost any dragrace to the first turn. In fact, the new CR250R motor combines torque and high-rpm power better than any other 250 that's ever roosted dirt.

Just as phenomenal as the powerplant is the new Showa fork, which sucks up bumps as quickly as the motor can fling you at them. The fork-slider action is silky smooth and the new cartridge damping system refuses to fade. Unlike previous designs, the CR's fork uses a long, stationary damper rod bolted to the fork *cap,* rather than the slider. The damping valve on the lower end of this shaft slides inside a cartridge bolted to the base of the slider. Honda claims this design makes the fork less prone to the oil frothing and cavitation that normally afflict hard-worked forks. Believe it.

Just as it has done almost every year, Honda has also made changes to the rear suspension, this time shortening the rear link from 157mm to 140mm. As a result, the rear suspension is more progressive. The biggest change is softer initial travel; the middle and final suspension rates are almost the same as last year. That shift translates into a slightly more compliant ride over small bumps, and a generally softer feel at the rear. The spring rate is well chosen for most riders, and the separate rebound and compression damping adjusters can be set to most riders' liking. But while the rear suspension works well over any terrain, it lacks the silky, magic-carpet feel that made riders rave about the fork.

The CR's handling rated no rave reviews, either—not that the Honda does anything wrong. It feels delightfully stable at speed or over jumps, for instance. Like previous CR250s, the '86 model steers well, though it isn't particularly quick-steering entering corners. And while that description might seem somewhat lukewarm, the fact is that when everything else works so brilliantly, it's easy to ignore the merely good. As with the CR's handling, there was little to note about the 3mm wider rear brake or the new slotted disc. They just did their job. So, too, did the new Bridgestone M41 and M42 tires, which are more suited to loamy tracks than the old M22 and M23.

Honda made plenty of other changes to improve the CR. But details—such as a stronger frame backbone, a stiffer swingarm pivot, or a stronger rear axle and a three-bearing hub—are not what makes the CR250R great. Those are just the usual year-to-year changes that keep ad copywriters busy and the development roller coaster going. What sets this CR apart from everything else is a motor, chassis and suspension package that works together to raise this Honda head and shoulders above anything else that's come before. Enjoy it now, in case next year's changes send it back *down* the wrong side of the roller coaster. ●



HONDA CR250R

Importer: American Honda Motor Co. Inc.
100 W. Alondra Blvd.,
Gardena, California 90247

Category	Motocross
Suggested retail price	$2598
Engine type	liquid-cooled two-stroke vertical single
Port arrangement	one reed-valve controlled intake, four main transfers, one booster transfer, one bridged variable-height exhaust
Bore and stroke	66.4mm x 70.0mm
Displacement	249.3cc
Compression ratio (corrected)	9.0:1
Carburetion	one 38mm Keihin oval-slide/needle
Gearbox	5-speed
Front suspension/wheel travel	Showa air-spring, 43mm stanchion tube diameter, 12-position adjustable compression-damping blowoff valve/11.7 in. (298mm)
Rear shock/wheel travel	single Showa, 20-position adjustable compression damping, 21-position adjustable rebound damping, 28mm spring preload range/12.0 in. (304mm)
Weight	221 lbs. (100.2kg)
Wheelbase	58.1 to 59.3 in. (1477mm to 1505mm)
Seat height	37.9 in. (963mm)
Steering head angle	27.5 degrees from vertical
Front wheel trail	4.41 in. (112mm)
Warranty	none
Available color	red only

GENUINE HONDALINE ACCESSORIES

"Buy Direct Factory Accessories, THEY FIT."

INTERCEPTER
NIGHTHAWK
SHADOW
MAGNA
SABRE
REBEL

WINDSHIELD
This tough polycarbonate Windshield provides increased wind protection for the rider, plus resists cracking, breaking, chipping and shattering. Designed to fit each specific Honda and includes customer-applied decal with bike name. Only **$179**

ENGINE GUARD
The factory chrome Engine Guard enhances your bike's sporty look and helps protect the bike's engine cases. **Only $49**

SABRE SPORT FAIRING
The aerodynamic Sabre Sport Fairing comes color matched to your bike and is complete with integrated headlight, mirrors, and convenient storage compartments. Constructed of tough ABS plastic. **Only $699**

SISSYBAR/MINI RACK
The stylish cast aluminum Sissy Bar Set includes a comfortable leather passenger backrest with handy zippered storage pouch in the rear, and a mini luggage rack. Bar/Mini Rack for V65 Magna & Nighthawk 650 only **$99.** V30 Magna and Rebel Sissybar only **$79.** Mini Rack for Shadow only **$39**

NYLON LUGGAGE
Top loading Nylon Luggage offers stylish carrying capacity. Constructed of water-repellent denier nylon it features plastic-covered foam padding Maroon, Silver or Black only **$129**

GIANATSIS DESIGN

HONDALINE APPAREL
Look and feel great with official Hondaline riding gear. All sizes.

Nylon Windbreaker, Bur, Sil, Blk	$49
Satin Jacket, Red, Sil, Blk	$39
Sweater w/Honda Logo, Bur, Blu	$39
Super-Sport Leather Jacket, Blk/Gry	$189
Tour-Sport Leather Jacket, Blk	$199
Nighthawk Leather Jacket, Blk	$179
Tour Sport Leather Gloves, Blk/Gry	$39
Lightweight Street Gloves, Tan, Blk	$24
Stag Open-Face Helmet	$89
Hawk Full-Face Helmet	$129

MOTORCYCLE COVERS
Water-repellent, treated nylon bike covers provide your bike with protection from sun and rain. Available in sizes for bikes with or without accessories (specify). **Only $49**

ADJUSTABLE BACKREST WITH RACK
The Adjustable Backrest works with the Hondaline Luggage Rack. Call for model applications. Rack w/Backrest for Sabre & Nighthawk 450 only **$139.** Luggage Rack only for Nighthawks only **$39**

ORDER HONDALINE ACCESSORIES TOLL FREE!

OUT CA (800) 852-0800 IN CA (800) 524-6746

CUSTOMER SERVICE (no collect) 818-994-8000

FREE SHIPPING IN THE 48 CONTINENTAL STATES

Name _____ Phone _____

Address _____ State _____ Zip _____

☐ VISA ☐ MASTERCARD ☐ AM EXPRESS ☐ MONEY ORDER

Card No. _____ EXP. _____ Sig. _____

Qty.	Description	Size	Color	Price

Bike _____ Disp. _____ CA RES AD TAX 6½% _____

Year _____ Color _____ Total _____

Hondaline Catalog free with order or send $3 to cover cost and postage.

VAN NUYS HONDA

6646 VAN NUYS BLVD., VAN NUYS, CALIFORNIA 91405

SPORT LINES

Cycle Guide's True Tales of Racecourses, Dark Horses and Machines at Speed

BY DAIN GINGERELLI

Superbikers!

Prime-time racing for television.

PHOTOGRAPHY © 1986 DAVID DEWHURST

• Eddie Lawson approached Carlsbad Raceway's Turn Four as he did any other roadrace corner. He gently squeezed his Yamaha's front brake lever, then leaned at an absurd angle into the turn. But this time, the former roadrace world champion didn't drag his knee at the apex. Instead, he put his left foot on the pavement, using his steel shoe for an outrigger. Sparks flew, accompanied by a subdued metallic ringing. As he exited the turn, his bike's rear tire began to slide wildly; EL just fed the engine more throttle, and blasted up the hill, the rear tire squirming as if it wanted to continue off into the bushes, rather than maintain the heated pace Lawson dictated.

Lawson was pushing hard for a good reason. Behind him were 11 other racers, all bucking for the position he commanded: not merely first, but centerstage, before an audience of perhaps 30 million people.

Wayne Rainey and Eddie Lawson heading into Turn Four

Former Superbike champions auditioning for ABC's Superbikers.

This was the ABC Superbikers, and every motorcycle racer agrees there is more at stake here than just winning. There is honor and glory—and a chance for *star billing.* You see, this is ABC-TV's motorcycle race, one at one time described by ABC commentator Sam Posey as "... an event that was created for television."

The racers are well aware of that fact, too, which explains why every October some of the best riders from the three major forms of motorcycle competition—roadrace, flattrack and motocross—return to Carlsbad. Auditions consist of a full season of racing, and only the best receive an invitation from ABC.

The cast includes some world-class talent, too. Joining Lawson for the seventh running of this event were 1984's winner (and the man who won the first Superbikers in 1979) Kent Howerton; double-AMA motocross champ Jeff Ward; AMA Grand National Champion Bubba Shobert; two-time GN Champ Ricky Graham; former world motocross champion Eric Goebers; AMA Rookie of the Year Chris Carr; former AMA Superbike Champion Wayne Rainey; and former GN Champ Steve Eklund, to name a few. Freddie Spencer and Kenny Roberts had to cancel—Spencer due to injury, and Roberts due to prior commitments.

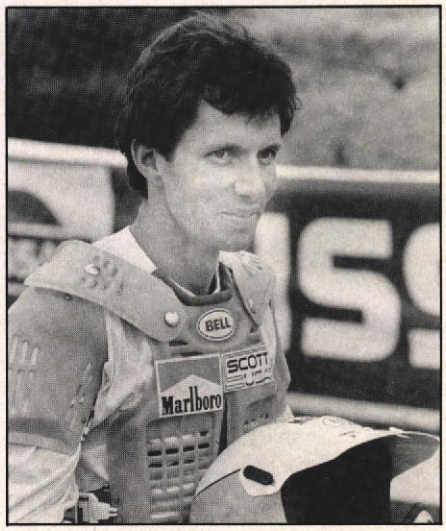
But while the majority of the field needs no introduction to motorcycle enthusiasts, most of the participants require a little explanation to many TV viewers on "race day," which this year is tentatively scheduled for viewing Feb. 22 or 23 on "ABC's Wide World of Sports." "There are very few people outside of our sport who know about motocross, roadracing and flattracking," explains Superbikers promoter, Gavin Trippe. But Trippe and ABC didn't conceive Superbikers just to show the rest of the world what motorcycle racing is about. The idea for the Superbikers spawned, in part, from the success of the Carlsbad Motocross USGP, which ABC also airs every winter.

ABC management was so impressed with the USGP's television ratings in 1978 that some of the corporate hierarchy expressed interest about several riders. But when one of ABC's movers-and-shakers asked why Roberts—who was in the process of winning his first Grand Prix world championship—didn't compete in the USGP of Motocross, Trippe realized just how little those outside the sport knew about motorcycle racing. As Trippe recalled about the Roberts inquiry, "At the time, I thought that was a dumb question, but the more I thought about it, the more it made sense." Shortly after, Superbikers was initiated.

The show's ratings have been favorable, to say the least. While the best-ever Superbikers ratings were in 1980 and '81, the 1985 two-part show (of the 1984 race) put—to use a race term—the opposition on the trailer. 1985's first segment, which included the three qualifying heats, aired against a basketball game (CBS) and a golf tournament (NBC). The ratings were 9.1 (ABC), 4.6 (CBS) and 3.2 (NBC). Against the same kind of competition the following week, the 'bikers Main event again finished first, 9.7 to 6.9 and 5.6.

Jeff Ward slides his Kawasaki

Getting his ABC kicks on a KX.



Lawson before the 10-lap Main

A roadracer with a dirt-eating grin.

1984 ABC champ, Kent Howerton

Defending the family Rhinestones.

Continued

270 PAGES – OVER 5000 ITEMS

FREE! CATALOG

PIPE BLOWOUT!

KERKER

VANCE & HINES

Jardine

SUPERTRAPP

MAC

answer

ALL PIPES ON SALE
CALL FOR PRICES

TIRE BLOWOUT!

Conti

DUNLOP

IRC

MICHELIN

METZELER

CHENG SHIN

CARLISLE

ALL TIRES ON SALE
CALL FOR PRICES

HELMET BLOWOUT!

SHOEI

Arai

BELL®

BEST PRICES

All models available

ROADSTAR	69.50
TOUR STAR	79.50
STAR LTD	99.50
TRAIL STAR	79.50
MOTO 3	99.50
MOTO 4	134.50

BIGGEST STOCK U.S.A.
Measure Around Head Before Calling

It's easy...call FREE for catalog or prices on any cycle parts or accessories. We gladly ship C.O.D. with no deposit. You don't pay 'til you have parts in hand!

CALL 24 HRS/DAY 7 DAYS/WK

800-328-9280

FREE FREIGHT

MasterCard

VISA

DENNIS KIRK.

Trippe attributes part of the show's success to its format, which uses a somewhat "soft" approach to racing, using the actual race as a hook, but spending a good deal of air time on short "behind the scenes" or human-interest features. For instance, ABC went to Lubbock, Texas, to interview Bubba Shobert before the event. Then the video team visited Jeff Ward as he bicycled across the rolling hills in his hometown, Mission Viejo, California. Finally, Posey and crew checked in at Yamaha headquarters in Cypress, California, to film the actual building of Lawson's winning bike.

All this behind-the-scenes footage makes for, as Trippe puts it, "a 'People' magazine of motorcycling." And while some might consider it an unflattering comparison, the approach nonetheless broadens the scope be-

Schwantz in his first TV appearance

Shaping up to be a star.

Steve Eklund found the best way to get on the air was to pop a wheelie

Getting up for television's premier motorcycle race.

Motorcycle Mongrels

• The original concept of the Superbikers event was to focus the attention on the riders, not the bikes. And so every year, promoter Gavin Trippe and ABC-TV refined the rules, until finally the basic class rule allowing only production-based engines was instituted several years ago.

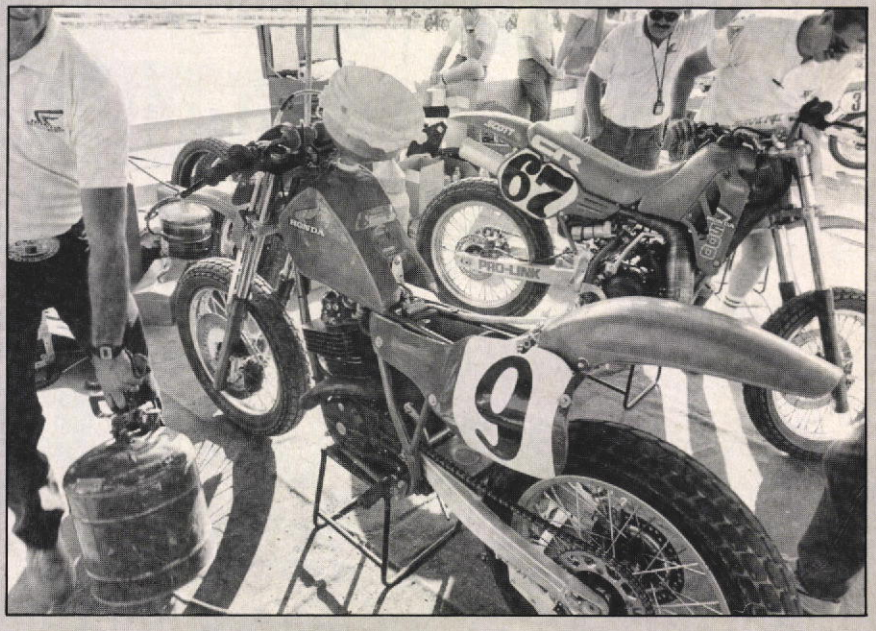
In essence, the most recent rules allow three basic engine types: single-cylinder two-strokes up to 500cc; single-cylinder four-strokes up to 700cc; and multi-cylinder four-strokes up to 1000cc. The transmissions, cylinders, heads and piston sizes must all be stock. This, according to Trippe, practically eliminates the $30,000 factory specials.

The rules also allow only 19-inch diameter wheels, and to assure that nobody has an edge on traction through Carlsbad's two miles of dirt *and* pavement, only Carlisle flattrack tires are permissible. And to lessen the burden on privateers' pocketbooks, Carlisle issues a free set of tires to each competitor.

Through this cross-breeding has come the Superbikers bike. The bikes to beat have been Open-class motocrossers, equipped with a specially tuned exhaust pipe and Brembo disc brakes front and rear. Some of the four-stroke flattrack bikes, such as Ricky Graham's Honda XR600 and Chris Carr's Wood-Rotax, have proven competitive, too. In fact, these two bikes respectively were the fastest down the straight.

By keeping close tabs on the bikes, ABC-TV has been able to keep the competition close and the show interesting as possible. In essence, ABC wants to be sure that it's the men—not the machines—that make the show.

—Dain Gingerelli

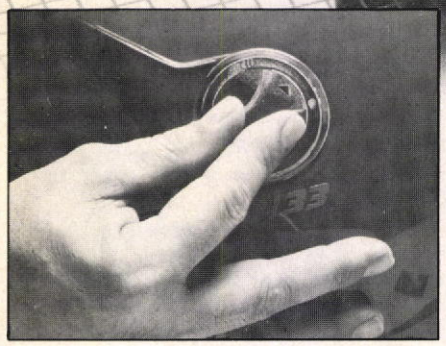


Continued

MONEY CAN'T BUY

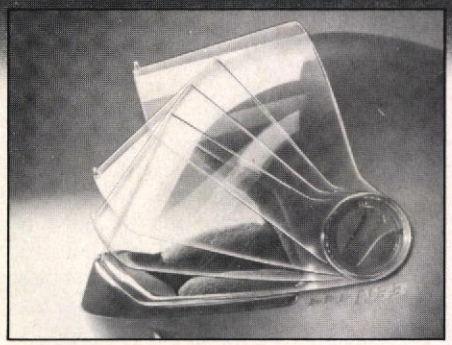
these special features on any other motorcycle helmet.

NOLAN®
N33



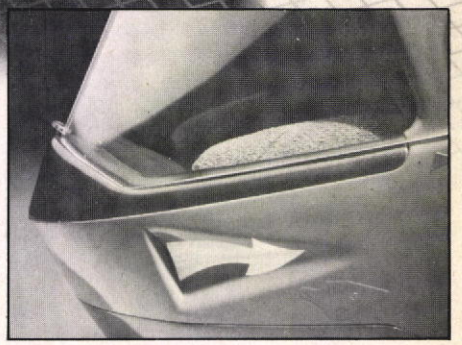
Quick Change Visor

You can change a clear or dark smoke visor on the N33 faster than you can read how it's done! Your fingertips are the only tools required. Just a quick turn of the Pivot Mechanism and you're ready to roll... in less than 10 seconds!



Double Spring Action

This unique feature adds extra convenience and comfort to the Nolan N33. Positive pressure at the Visor Pivot Mechanism provides smooth action allowing you to easily lock the visor into three open positions, and closed.



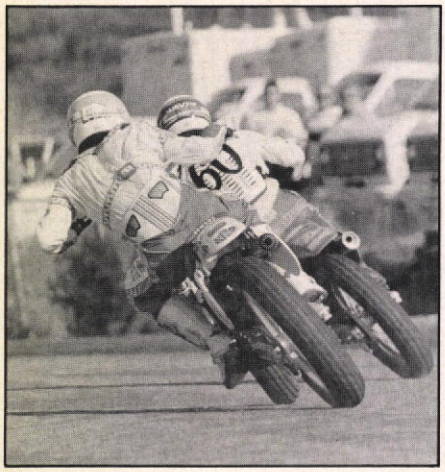
Venturi Ventilation System

This breathtaking feature creates a vacuum outside the helmet, drawing out stale interior air and moisture while fresh air is drawn in... greatly reducing fogging. The NASA designed airducts complement the N33's aggressive styling.

So... there are still some things money can't buy in any other helmet, they are part of the complete N33 package of great features. *Need we say more?*

DynaTour
CORPORATION · CHICAGO, IL, USA

Available in black, white, red, S, M, L or XL; Helmets available for $99.95 plus tax by sending check or money order to: DynaTour Corporation, 1944 N. Narragansett Avenue, Chicago, IL 60659, Phone (312) 637-5049.



Lawson follows Rainey's cue

Sharing the same lines for this play.

yond the usual motorcycling audience. Viewers—enthusiasts and non-enthusiasts alike—see good racing, supported by interviews and human-interest features of the racers.

And that may be the biggest benefit this show can do for the sport, because ABC portrays motorcycle racers as professional athletes, and not the TV stereotypical hot-rodding hooligans. And once viewers understand that, they might show a keener interest in racing itself. Which brings us back to the Superbikers, a race that lumps all three major forms of racing onto one track. "The Superbikers event," says Yamaha's race director Ken Clark, "is kind of a sampler; it allows us to show non-motorcycle people motocross, roadracing and flattracking, all at one time."

As for the finishing order of the race, you'll just have to tune in to "ABC's Wide World of Sports" to find out. So settle back in your favorite easy chair, prop your feet up and enjoy the show.

Jim Holley transferred via the LCQ

Back-stage door into the Main.

Pit Bits

© 1986 RICH CHENET

Earl Bowlby on his way to one of nine AMA National Hillclimb Championships

Every title proved an uphill battle.

• Hill-raiser Bowlby: Earl Bowlby set an AMA record last year when he won his ninth career 750cc National Hillclimb Championship, giving him more seasonal titles than any other professional racer in AMA history. Bowlby won seven of the 11 hillclimb events on his way to the championship last year. In the 500cc class, Greg Williams tied Jim Clark for points, but was named king of the hill based on having more wins than Clark during the season.

• Blown into proportion: The rumor of Honda's turbocharged 250cc roadracer (Pit Bits, June 1985) is nearing reality. According to sources close to Honda's Grand Prix effort, the bike could debut sometime this season. And since it is turbocharged, FIM rules require Honda's quarter-liter pocket-rocket to race in the 500cc class; turbocharged engines must be half the class displacement limit. Look for defending World Champion Freddie Spencer to pilot the new bike.

• Honda gets Down Under: In the event Spencer isn't at the helm of the new turbo 250, Australian Wayne Gardner might be. Gardner signed to join Spencer on the Rothmans Honda team for 1986. If the turbobike doesn't work out, both will ride NSR500 vee-fours.

• Team Hammer and cycle: Suzuki renewed its endurance-racing relationship with Team Hammer for 1986. Team Hammer will spearhead its WERA Endurance Championship program with the GSX-R1100. Vance & Hines will move out of the dragracing arena to help with Team Hammer's race engines.

• Get your motor running: Shortly after Suzuki announced that Yoshimura R&D will sell race hardware to GSX-R750-mounted Superbike racers, Yoshimura gave details about its race-engine kit. A race-ready engine, including Mikuni Smooth Bores and a complete exhaust system, will sell for about $7500. Yoshimura claims 116 horsepower for the customer engines; currently the team bike produces 118 horsepower, but the company is forecasting 132 for Daytona.

• Two-hump Camel: R.J. Reynolds Tobacco Co. will sponsor an AMA roadrace series, in addition to the regular Camel Pro Series dirttrack events this year. In effect, $100,000 will be reserved for a separate AMA Roadrace Championship, while the flattrackers scramble for $150,000. Another $25,000 check will light up the eyes of the rider with the most roadrace and flattrack points *combined*.

• Super flattrack: According to sources at Stadium Motorsports Corp., promoters of Supercross racing, the California-based firm wants to get involved in AMA Class C flattracking, too. Although nothing has been confirmed, SMC chairman, Mike Goodwin, has informed the AMA that he wants to get sideways in his promotion. Before that happens,

says the AMA, SMC must straighten out a long-standing, $8500 debt that SMC still owes the AMA.

• BMW Superbiker: According to sources, BMW has set aside a portion of its 1986 race budget for the ABC Superbikers race. Look for BMW to race a modified version of the Paris-Dakar Boxer twin.

• Baldwin gets Lucky: Five-time AMA Formula 1 Champion Mike Baldwin has signed with Kenny Roberts' Grand Prix team for 1986. According to Roberts, Lucky Strike Cigarettes, the team's sponsor, wanted two American riders on KR's YZR500s, so Baldwin's leathers will match teammate Randy Mamola's.

Mamola (2) and Baldwin (18) in Europe

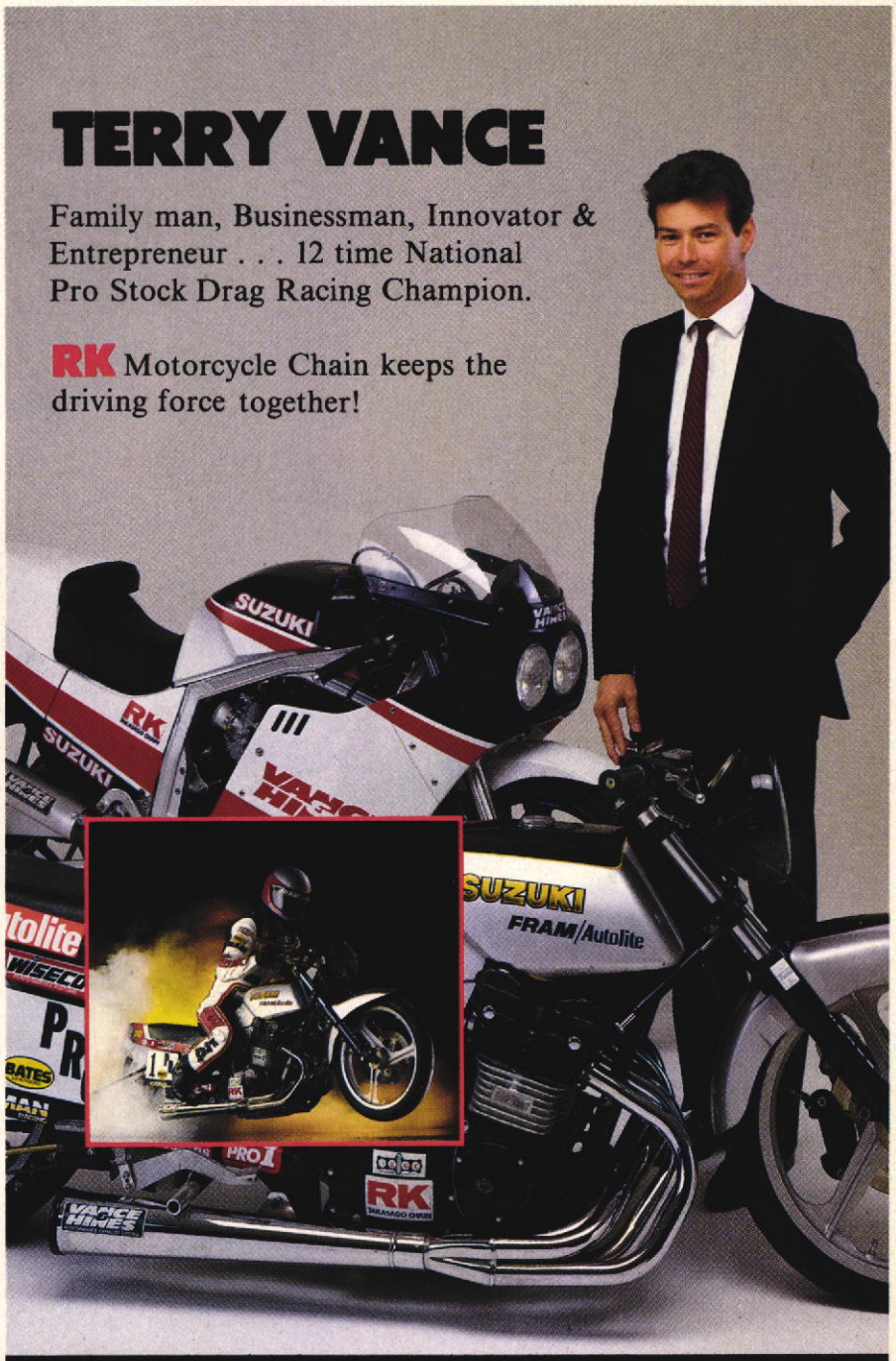
Lucky to be teammates.

• Shobert solo: Honda's flattrack team was streamlined for 1986, and will have only one rider—defending National Champion, Bubba Shobert. Flattrack-team coordinator Gene Romero and Ricky Graham were given their walking papers shortly after the 1985 season concluded. According to Graham, his two-year contract had an option for a third year *only* if he finished in the top three in the final CPS standings. Due to injuries (he broke *seven* bones in '85), Graham missed about one-third of the series, but still managed to finish fifth in the standings.

• Quote Department: Shortly after Honda informed Ricky Graham that he would not be rehired for 1986, the two-time AMA champion said, "I want to take a little time off, and think about what I will do. I know one thing, I want to let my body heal. I'm tired of the pain."

Continued

PHOTOGRAPHY © 1986 SPORT GRAPHICS


TERRY VANCE
Family man, Businessman, Innovator & Entrepreneur . . . 12 time National Pro Stock Drag Racing Champion.
RK Motorcycle Chain keeps the driving force together!
SUZUKI
FRAM/Autolite

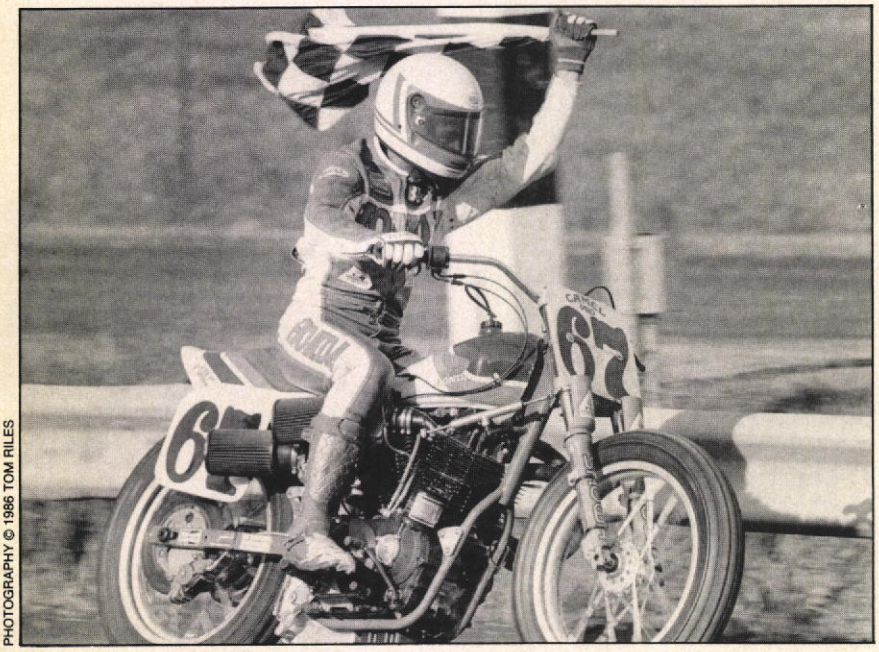
Motorcycle RK Chain Racing

BEING THE BEST IS A COMMITMENT.

Send $10 to FTM & ASSOCIATES, 550 West Regent Street, Dept. Z, Unit 301, Inglewood, CA 90301 for your RK Racing T-Shirt, Patch and Decal Set, plus an RK Chain mail order catalog. "O" Ring prices start at $40.00

"World Class Chain For World Class Riders"

Winners & Losers



PHOTOGRAPHY © 1986 TOM RILES

Bubba Shobert takes a victory lap following a Stroh's Mile win

To celebrate, he takes one more for the road.

Stroh's Goes

The AMA loses its beer money.

• The AMA has forfeited one of its vices: beer. Stroh's Beer, you see, withdrew its sponsorship of AMA Miles, in effect leaving a portion of the rider point fund for 1986 high and dry.

Stroh's departure won't cripple the sport of motorcycle racing; its sponsorship investment wasn't a significant sum. When compared to such sponsorship programs as Marlboro Cigarettes's Grand Prix roadrace effort with Yamaha—which, it's claimed, packs several million dollars into the program—the Detroit-based brewer's $50,000 Mile point fund amounted to little more than beer money for the series' top 10 riders. Furthermore, each Mile promoter received $10,000 to $15,000 (depending on who you asked) from Stroh's for including the company's label and name on the program. That's a sum that won't make or break a promoter, and it's little more than a drop in the vat for Stroh's, but it's still attractive enough to warrant a promoter's attention.

So if money wasn't the issue, why did Stroh's leave? According to Bill Amick, vice president of professional racing in the AMA, Stroh's changed its plans. "Their (Stroh's) priorities," he said, "for '86 don't mesh (with ours)." That much was obvious when Stroh's pulled out.

The people at Stroh's were just as evasive, although one corporate vice president said he had sent a letter to the AMA outlining the reasons for the termination. Beyond that, it was "No comment."

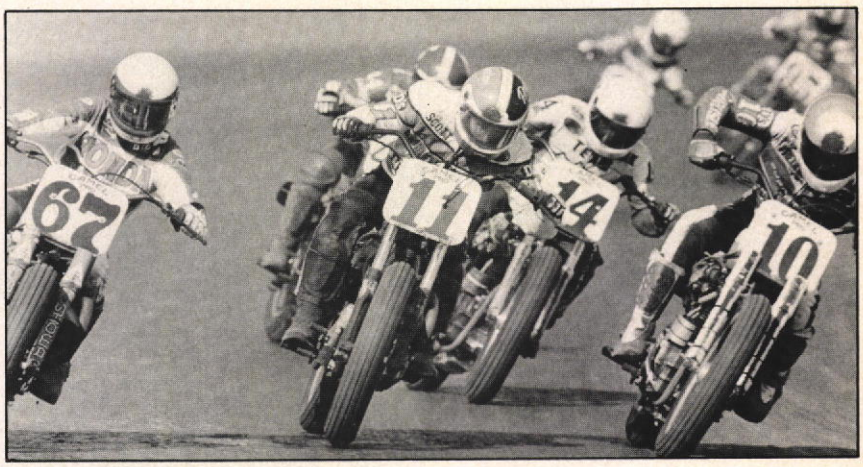
People caught in the cross fire came to their own conclusions. Peter Starr, who filmed the Stroh Miles shown on the Nashville Network last November and December, puts the blame squarely with the AMA. "I think their (the AMA's) inability to deal with sponsors helped them to alienate Stroh's," he said. According to Starr, the AMA showed little cooperation with Stroh's, other than distributing the rider point fund money and accepting Stroh's dollars in return for sanctioning the series.

People closer to the promotional end of things, i.e., the race promoters, saw the Stroh's/AMA relationship coming to a head even before the season ended. "I knew the communication was bad between the AMA and Stroh's," one promoter said, adding, "I saw this (the dissolution of the sponsorship agreement) happening." Another pointed out that the Stroh's Series was put together "haphazardly in the beginning."

The "beginning" was when Wayne Moulton, then AMA's vice president of professional racing, arranged the deal with the brewery early last year. Basically, it was agreed that Stroh's Beer would sponsor 10 of 11 AMA Miles; the single holdout was the May 5 San Jose Mile, which already was sponsored through a separate deal with American Honda, made *before* the AMA and Moulton acted jointly with Stroh's.

But shortly after the first Stroh's Mile at Sacramento last April, Moulton stepped down from his post, and Amick assumed the reigns of racing. And regardless of whether he intentionally left the beer people unattended or not, the deal began to fizzle. And nobody likes flat beer. So Stroh's pulled out, in effect ending happy hour for the AMA riders, at least as far as Stroh's money was concerned.

But the riders lost more than just a point fund. Sure, practically every rider can use extra dollars passed his way, but face it, $50,000 divided 10 ways is peanuts for racers with seasonal budgets two or three times that amount. No, the real issue is that the AMA *allowed* an outside sponsor—a company not directly involved with the motorcycle industry—to



© 1986 DAVID DEWHURST

The scramble for first was a wild party at any Stroh's Mile

Now the riders will be racing a Mile for a Camel only.

Scott Parker won two Stroh's Miles

"Make mine a double."

slip from its grasp. It's even more galling when the company is willing to promote its series on television, as Stroh's was eager to do on the Nashville Network. As one person close to the matter put it, "Mile racing offers the most for the sport (of motorcycling), especially for TV coverage." And most professional racers agree that landing a sponsor usually depends on one crucial point—the amount of exposure derived from the race program. And these days, there's no better exposure than television.

With that it's time to turn out the lights on Stroh's for good. The party's over; the AMA's Mile program, so to speak, is on the wagon, awaiting another sponsor. A sponsor that, by all rights, should have been Stroh's Beer. Still, Amick insists that the agreement was "basically a one-year deal, and we (the AMA) were happy to work with them." But if that's the case, someone at the brewery must have made a mistake, because the Stroh's trophy awarded to Bubba Shobert had nine brass nameplates riveted to its walnut base. ●

—Dain Gingerelli

Doug Chandler earned some Stroh's dollars

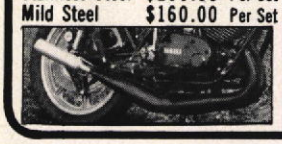
But this year, it will be BYOB.

FACTORY PIPE PRODUCTS

RZ350 PIPES
STAINLESS STEEL

13 horsepower increase at 10,500 RPM, 20 lbs. lighter than stock, wide power band, 4 aluminum silencers (1 street set, 1 race set), 101% money back guarantee, retains side and center stand. Heat resistant, high strength, polished stainless steel. $300.00 per Set. Mild Steel $185.00 Per Set.

R-5RD 250, 350, 400, Daytona
Rebuildable aluminum silencers, tapered headpipes, hydro formed construction.
Stainless Steel $290.00 Per Set
Mild Steel $160.00 Per Set



Kawasaki H1/H2
Truly fine performance Kawasaki Triple pipes, suitable for street or track. Features rebuildable aluminum silencers and tapered headpipes.
Stainless Steel $390.00 Per Set
Mild Steel $210.00 Per Set

We guaranteed that our pipes out perform any pipes on the market at any price or we will refund 101% of your purchase price plus freight.

FPP
816 Waugh Lane
Ukiah, Ca 95482
(707) 463-1322

CYCLE GUIDE

Your Copies Handsomely Displayed and Protected.

BINDERS

Use these attractively designed library cases, in binder or slip-style to keep an organized, preserved referral to your collection of CYCLE GUIDE issues.

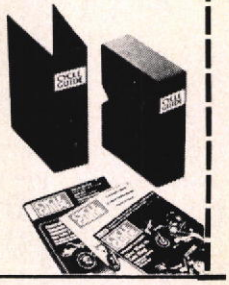
These durable organizers come in rich burgundy and are crafted in handsome simulated leather.

Each case or binder holds up to 12 issues of your valued CYCLE GUIDE.

LIBRARY CASES are $6.95 ea., 3 for $20.00, and 6 for $36.00. BINDERS are $8.50 ea., 3 for $24.75, and 6 for $48.00.

Post paid in USA. Add $2.50 per unit for orders outside USA.

Satisfaction guaranteed or money back. Allow 5 weeks for delivery.



CYCLE GUIDE, P.O. BOX 5120
PHILADELPHIA, PA. 19141

Please send me ☐ CYCLE GUIDE binders $8.50 ea. ☐ 3 for $24.75, ☐ 6 for $48.00. ☐ slip cases $6.95 ea., ☐ 3 for $20.00, ☐ 6 for $36.00.

Orders outside USA add $2.50 per file for postage and handling. Payment must accompany order.

NAME _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____

FREE! '86 FOX CATALOG

The excellent '86 FOX CATALOG is available FREE! Send just $1 to cover postage & handling and you'll receive our 72 page color-drenched catalog filled with the best values in motorcycling.

Enclosed please find $1.00 to cover postage and handling, please rush my copy of the '86 FOX CATALOG.

Name:_____ CG

Address:_____

City:_____ State:_____ Zip:_____

Send to: FOX RACING, 520 McGLINCY LANE, CAMPBELL, CA 95008 USA

CYCLE GUIDE

ONE-STOP SHOPPER space is available in 1", 2", 2½", and 3" by one column width only.

RATES PER INSERTION

3-issue rate: 3"—$320; 2½"—$275; 2"—$220; 1"—$115
6-issue rate: 3"—$310; 2½"—$265; 2"—$210; 1"—$110
9-issue rate: 3"—$305; 2½"—$255; 2"—$207; 1"—$107
11-issue rate: 3"—$300; 2½"—$245; 2"—$195; 1"—$105

CONDITIONS: Minimum 3 insertions within contract year. Copy may not change during 3 time insertion period. Agency discount does not apply for ONE-STOP SHOPPER rates: For more information contact: CYCLE GUIDE, Marcel Fortney, 213 328-5700.

One-Stop Shopper

IF YOUR AD ISN'T IN HERE, WE ARE NOT WORKING FOR YOU!

Call (213) 328-5700 CYCLE GUIDE One-Stop Shopper

KAL-GARD®
"THE START OF A GOOD FINISH"
Sepulveda, California 91343

SINCE KAWASAKI PARTS 1966
Phone: (412) 423-4553
ONE OF THE LARGEST PARTS STOCK IN THE U.S.A.
We also have parts for the older models.
Same Day Mail Orders
STATE Model, Year
Frame & Eng. NOS.
CYCLE SPORTS
R.D. 1, Box 151A
Mt. Pleasant, PA 15666

StreetPaws
A best buy! Fox StreetPaws look great and feel great. Made of soft leather with vented nylon finger side-panels. Double leather at wear points. Suede on finger cleans face shield
Colors: Black/Red; Black/Blue; Grey/Red; Grey/Blue or All Black.
Sizes: S,M,L,XL.
Only $19.95
Use Visa, MC or AmExp.
CALL (408) 371-1221.
Send $1 for 64 page color catalog.
FOX 520 McGlincy Campbell, CA 95008 U.S.A.

SIDI
NEW CARLA BOOT
MORE PROTECTION
THAN EVER!
BLU/WH, RED/WH,
BLK/YEL
$169
PIRELLI
GOOD STOCK
OF PHANTOMS
800-523-2522
PA CALL 215-672-9100
COSMO COSMOPOLITAN MOTORS
HATBORO, PA 19040

SOUNDS as good as it LOOKS!
All Cycle Sound components are designed and engineered to enhance the appearance of your motorcycle while providing you with the best stereo on the road. Complete sound systems are available with your choice of radio for the Honda Interstate, Yamaha Venture and over 32 brands of fairings. For more information call:
1-800-531-5352
Texas (512) 438-2211
((cycle sound)) P.O. Box 41 Bulverde, TX 78163

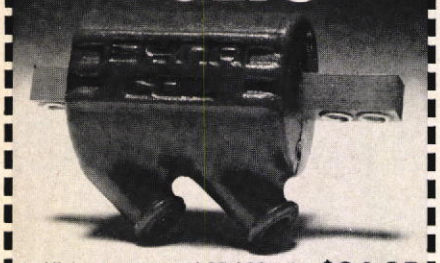
NEW HONDA SUZUKI YAMAHA KAWASAKI
4-IN-LINE RACING CARBURETOR BOLT-ON KITS for most Japanese motorcycles
MOTOCROSS DRAG RACING ROAD RACING HI-PERFORMANCE RIDING
RACE PROVEN
MALOSSI
• COMPLETE BOLT-ON KITS •
Throttle Bore Sizes: 30 mm-37.5 mm. Some models available with built-in accelerator pumps. Everything needed is supplied including the correct jetting.
• 20% PLUS HORSEPOWER GAIN •
The Malossi's not only have a great low end and mid-range, but an almost limitless top-end, plus, its smooth idling characteristics.
• 2 NEW TRACK RECORDS! •
2 new records out of the box. The Rivera/Malossi Kits work! This is the latest racing technology available, from years of testing and winning racing.
For more information, send $1 for 4 page color catalogue, or call our performance engineers.
RIVERA engineering
"QUALITY & PERFORMANCE"
6416 S. Western Ave., Whittier, CA 90606
(213) 693-4273

EZ-FIT SEAT KITS
$89.95 Suggested Retail
Change your old tattered seat into a richly contoured comfortable saddle. Kits include a one piece foam bun, vinyl cover and EZ to follow instructions. Choose from either double bucket (shown); single bucket; or LTD styles. Available for Honda, Yamaha, Suzuki, and Kawasaki.
Distributed by
Hang 2, Inc.
1543 Truman Street
San Fernando, CA
91340 (818) 365-8461
Outside CA 800-HANG-TWO

DENVER USED MOTORCYCLE PARTS INC.
NEW AND USED PARTS OF ALL DESCRIPTIONS
UPS DAILY
MAJOR CREDIT CARDS
DUNLOP CARD
DEALER INQUIRIES INVITED.
1618 LAFAYETTE
DENVER, CO.
80218
(303)837-9817

Five-position, self-locking ratcheted face shield features one-finger operation—even with gloves!
After three years of extensive R&D, Lazer's new aero-dynamic LZ2 updates the standards of design excellence for motorcycle helmets. Special LZ2 features include: • New open/close ventilation system for better cooling and defogging • Unique front spoiler reduces drag, lessening rider fatique • Anatomical design and luxurious velour interior for added comfort and safety • Thick injection-molded, recessed face shield for quieter riding • Quick release buckle for use with gloves • Ronfalin TX-60 construction, a hi-tech solvent-resistant material which meets or exceeds domestic and international safety standards • Available in red, black, white, metallic silver, metallic red, and metallic charcoal grey.
SIZES XS,S,M,L,XL
89.95
PLEASE STATE HEAD MEASUREMENT

DYNA-MITE VOLTS



1. Highest energy and 35,000 volt output.
2. Improves overall performance.
3. 12V & 6V single or dual tower models.
4. 6 month warranty.

$84.95 Per Pair Suggested Retail

Send this ad for a FREE catalog.
KV Products Inc., 1060 E. Cypress St.
Covina, CA 91724 (818) 967-3786

KV PRODUCTS

"THE ARM" . . .

AN ALLOY SWINGARM EQUAL TO ANYTHING FOUND ON THE MOST EXOTIC FACTORY RACE BIKES FOR MOST ALL MAKES AND MODELS.
OFFERING UNPARALLELED QUALITY AND PERFORMANCE EACH ARM IS HANDMADE AND AVAILABLE IN CUSTOM LENGTHS AND CONFIGURATIONS.
PRICES START AT $299.00.

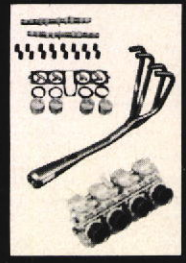
FOR INFO CALL . . .
(714) 779-0123
DEALER INQ. INVITED

CALFAB INC
4527 E. LA PALMA AVE.
ANAHEIM CA 92807

KEIHIN CR SPECIAL SMOOTHBORES
(Now available for Ninja, FJ1100)

Very smooth idling, powerful mid-range to high rpm, up to 22% more flow than other smoothbores. Ask your dealer to call us or write for FREE info.

(List make & model) Honda CB1100/CB900/CB750- DOHC, Kawasaki GPZ1100/KZ1000/R/GPZ750/ GPZ550/KZ550, Suzuki GS1100/GS1000/GSX750, Yamaha Seca 550.



Quality Performance Parts designed by Kaz "The Wizard" Yoshima.

Winner! 1982/83 Endurance Racing H/W Championships.

CB1100F-1125cc Kit
CB900F- 1002cc Kit
CBX- 1130cc Kit

Also in stock: Yoshimura Aluminum Cannister Exhaust System (Now for 700&650 Nighthawks)

Ontario moto tech corporation

(818) 766-7101/ Outside CA Orders (800) 223-3958
6850 Vineland Ave. #16M, NO. Hollywood, CA 91605

Manufactures and Distributors of Quality Motorcycle Parts.....Specializing in Front Ends for 12 Years.....

FORK TUBES FORK SEALS TWEEK BARS

20,000 pair of Forks in stock. For 90cc to 1300cc. UNDER – STOCK LENGTH – EXTENDED FORKS. Fork Seals for Street and Dirt Bikes. Check out our Bushings, Cap Nuts, Cables and More... Order by the Year, Make, Model and Length.

Catalog $1.00

EXPERT CYCLE
P.O. Box 4152 • Chatsworth, CA 91313 • 818-998-0238

NOR TRIUMPH BSA

M.A.P. CYCLE ENTERPRISES

MFG/DIST-NEW/USED-STOCK/CUSTOM
Worldwide shipping/send $3 for catalogue.
(813) 381-1151
7165 30th Ave.. N., St. Pete. FL 33710

ATTENTION BIKE LOVERS
DON'T MISS OUT ON THIS ONE!

If you eat bikes and sleep bikes . . . then why not wear bikes! We have the largest selection of rare and "El Neato" custom made motorcycle belt buckles, key tags, and hat pins. Very affordable and great for gifts to your favorite guy, gal, riding buddy, or yourself. Send $1.00 check or money order (refundable with 1st order) for a complete brochure to: **R & L CYCLE PRODUCTS, P O BOX 22375, HON., HI 96822**
In Hawaii see our complete selection at:
Glenn's Cycle Supply; 3703 Waialae Ave.; Hon., Hi. 96816

New for V45

Magna, Sabre & Interceptor. Road & Track cams plus complete valve-spring kits. Springs also available for the V30 500 Interceptors. Call or write for Catalog & Technical Reference Manual #13. $4.00—refundable (714) 492-8585

Norris Cycle Products
1711 N. El Camino Real San Clemente, CA 92672

Mike's Cycle (317) 636-1129

WE SPECIALIZE IN USED DIRT BIKE PARTS.
ALSO 50cc TO 350cc
STREET BIKE PARTS
MIKE'S CYCLE 954 E
WASHINGTON ST INDIANAPOLIS
INDIANA 46202

WE SHIP ANYWHERE MASTERCARD OR VISA

TSUBAKI

ASK YOUR DEALER FOR TSUBAKI, THE CHOICE OF CHAMPIONS!

GET IT ON!

MOTORCYCLE SAFETY FOUNDATION

THE FINEST MOTORCYCLE CLOTHING IN THE WORLD

Langlitz Leathers

The finest custom made leathers for the pleasure or sport rider. Factory direct only. Catalog available.
Send $1.00 for CATALOG (Refund on first order)

2447 S.E. DIVISION, PORTLAND, ORE. 97202

TUES-SAT 10AM-5PM **(408)476-3663**

Britalia Motors

Norton BSA DUCATI TRIUMPH Italjet MOTO GUZZI CAGIVA MATCHLESS

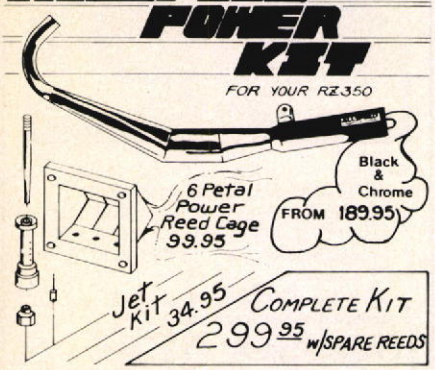
2541 So. Rodeo Gulch Rd. #5
Soquel, CA 95073

WE HAVE IT NOW!
parts shipped UPS daily
PRE PAY OR COD

HUGE CATALOG-$6.00 POSTPAID

ALLSPEED POWER KIT

FOR YOUR RZ350



WE ACCEPT MC VISA or WILL SHIP C.O.D.
SEND 3.00 FOR RZ PRODUCTS CATALOG, REFUNDABLE W/PURCHASE ORDER.
RSC PERFORMANCE PO BOX 28915 ATL. GA. 30358

Glover, Johnson & Bowen insist on PJ1 Fork Tuner!

Fine tune your suspension with PJ1 Fork Tuner for consistent and accurate damping response.

Recommended by Simons for use in all fork systems.

PJ1 Corp. 7345 Topanga Cyn. Canoga Park, CA 91303.

GUARANTEED 10 YEARS!

$1.96 SIZE CLOSED
3"-$1.96
4"-$2.96
5"-$3.96

The knife for hunting, fishing and all around use. Mirror polished sharp stainless steel blade. Rugged.

Opens with flick of finger and automatically locks into position. Press button in handle to close. Safety finger guard. Sure-grip black handle. **IF BROKEN WITHIN 10 YEARS WE WILL REPLACE AT NO CHARGE!** Use 30 days, money back if not pleased. Add 99¢ postage & handling but **ORDER ANY 3 KNIVES & WE SHIP FREE.** ORDER TODAY. Midwest Knife Co., Dept. C-455. 9043 S. Western Ave., Chicago, Ill. 60620. Mail orders only. **OUR 49th YEAR.**

Sturdy Leather Belt Cases $1.25 ea.

SURVIVAL KNIFE **GUARANTEED 10 YEARS**

DISCOUNT SALE! For the outdoorsman. A knife, saw, hatchet, fish scaler and hammer. Rugged 9½" knife, 5" blade.

$7.95

LAMINATED leather handle. Rich leather belt sheath contains honing stone, leg ties. Imported.

IF BROKEN WITHIN 10 YEARS WE WILL REPLACE FREE! Use 30 days if not pleased return for refund. REGULARLY $14.95. **NOW ONLY $7.95** PLUS $1.95 delivery. Send $9.90 today! MIDWEST KNIFE CO., Dept. S-455 , 9043 S. Western Ave., Chicago, IL 60620. Mail orders only. Our 48th year.

One-Stop Shopper

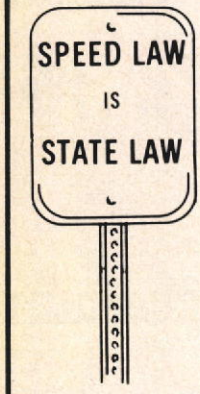
MOTORCYCLE VIDEO! MOVIES (416)356-6865

Free! Catalogue
Feature Movies–Motocross
Road Race–Vintage–MUCH MORE!
HALMAR VIDEO
P.O. Box 474, Dept Z, Lewiston, N.Y. 14092

BSA BMW **TRIUMPH** NORTON MOTO GUZZI
PARTS SHIPPED NATIONWIDE DAILY
NEW—USED—RECONDITIONED
(No catalogs–just tons of parts)
EURO CYCLE IMPORTS INC.
1925 N. MacArthur, Okla. City, Okla. 73127
CALL TOLL FREE (800) 527-5544 • Okla. Res. (405) 787-3440

TRIUMPH • BSA Parts
Freight Paid, Orders Over $100.
Catalogue $3.00
MOORES CYCLE SUPPLY
49 CUSTER STREET, W. HARTFORD, CT 06110
PHONE (203) 247-1689

SUZUKI PARTS WAREHOUSE
SUZUKI
GIGANTIC INVENTORY
ORDER DIRECT & SAVE!!
"WE'VE GOT THEM ALL"
TOLL FREE 1-800-323-0078
In Ill 1-312/894-4661
Low Prices Fast Service
COD • VISA/MC/AM EX
MIDWEST ACTION CYCLE
617 W. Wise Schaumburg, IL 60193



REPEAL THE NATIONAL 55 MPH SPEED LIMIT

WRITE YOUR CONGRESSMAN

AMA
AMERICAN MOTORCYCLIST ASSOCIATION
P.O. Box 141
Westerville, Ohio 43081

S100 TOTAL CYCLE CLEANER
". . . a product . . . to revolutionize the Saturday morning wash."
$9.95 per liter
RIDER Product Test Report July 1985

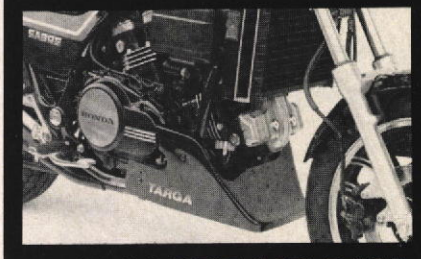
Nationally distributed by:
AL SIMMONS COMPANY, INC.
Terryville, CT 06786-0029
See your dealer or call
800-243-1392
(203) 582-9633

---

(714) 631-1770
WEB-CAM
PERFORMANCE CAMSHAFTS
Send $3 for complete catalog.
1663 Superior Ave. • Costa Mesa, CA 92627

CARL'S HONDA
Genuine Honda Parts & Hondaline Accessories
OVER HALF A CENTURY OF GREAT SERVICE
Dealer's inquiries invited
800-221-7508
NY STATE 800-522-1566
LOCAL 718-257-0602
Carl's HONDA
24-HOUR COMPUTERIZED PROCESSING

TARGA



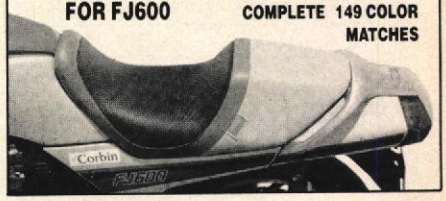
V-45 SABRE AIR DAM
IMPROVES STYLING, AERODYNAMICS AND COOLING - GLOSS BLACK FINISH COMPLETE WITH MOUNTING HARDWARE
FITS ALL '82-'85 V-45 SABRES
$109.95
TARGA Accessories Inc.
10 McLaren Suite B
Irvine, CA 92714 (714) 472-1022

BATES
Winter Gloves
Amazing warmth without bulk. . . curved fingers for riding comfort, and special lining to retain a good feel for the controls. Bates Winter Gloves have all these features plus "Rib-Design" finger wipes for more efficient moisture removal and a zippered gauntlet for a snug fit.
Mens - S,M,L,XL Womens - S,M,L **$38.95***
*plus $2 shipping, CA Res. add sales tax. Visa & M/C O.K. Send $3 for catalog.
Bates Industries Inc., 636 W. 16, Box 240GH
(213) 435-6551 Long Beach, CA 90801

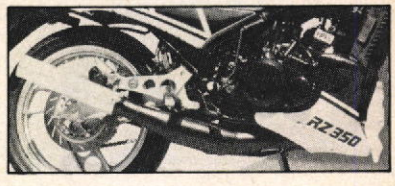
CBX SMOOTH-BORES

RICK'S TRICKS, INC.
7400 LANTERN ROAD, INDIANAPOLIS, IN. 46256
1-317-783-2916

Mike Corbin
THE ORIGINAL "Gun Fighter" IS NOW AVAILABLE FOR FJ600
800-538-7035 U.S.A.
800-662-6296 in CA
COMPLETE 149 COLOR MATCHES



BASSANI RZ350 EXHAUST SYSTEMS



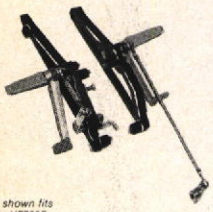
*FAMOUS BASSANI QUALITY AND QUIET TOO!
*REBUILDABLE ALUMINUM SILENCERS
*LIGHT WEIGHT — LESS THAN 13 LBS PER SET
*WINNER OF EVERY RZ350 CUP RACE ENTERED, MORE POWER THAN ANY OTHER PIPE AVAILABLE
*$300 SUGG. RETAIL

Bassani Manufacturing
3726 E. Miraloma, Anaheim, CA 92806
(714) 630-1821; Outside CA (800) 854-6228

...FOR THE SPORTRIDER...

Raask:s REAR SETS

...REALLY MAKE A DIFFERENCE!



Change your rider position and get better handling and control. Rear Sets to fit over 160 Japanese and European cycles from Kaw. HI-500 to Laverda 1200. All necessary hardware included for easy installation. **Prices range from $149.00-165.00**/Sug. Retail

Model shown fits Honda VF700F, 750F, VF1000F

Controls & pegs move back 5" - 10" / 1½" - 3" higher depending on model

ALSO AVAILABLE FROM NOVELLA... ORDER TODAY!

FUBARS TOP FORK CLAMPS CLUBMAN BARS CLIP-ON BARS LUGGAGE RACKS

SEND $2.00 FOR CATALOG VISA MC COD Money Order

CONTACT YOUR LOCAL DEALER OR ORDER DIRECT

NOVELLA LTD.

P.O. BOX 947 DEPT.5-2, PALATINE, IL 60078

...Dealer Inquiries Invited... PHONE: 312/359-2666

German Made Lowers
All Paint – Color Match

Have the best looking bike in your area.

1-800-231-6266

Telefix CAL (805) 984-2626

WE'VE GIVEN EVERYBODY THE SLIP. AGAIN.

Last year, we introduced the revolutionary F1 muffler. Now we introduce the next revolution, the *all aluminum* F1R. F1R's reverse coned megaphones unleash power & speed while giving your bike the look & sound of a factory superbike. In stock for all **Interceptors, Ninjas, Eliminators, FZ750s, FJ1100s,V Max.**

F1 Call 714 779-5318. Or send check for ***$199.00*** (Eliminator, FZ, V Max $229.00) plus $5.00 shipping to F1, 4760 E. Bryson, Anaheim, CA 92807. MC/VISA.

Inventory Clearance Sale!

Limited Time Only

$99.95 Retail / Was $189.95

Complete Seats: Double Bucket; Single Bucket; and LTD Style.

This sale is limited to certain models in stock. Hundreds of models to choose from, Honda (GL1000 included) Yamaha, Suzuki, Kawasaki, and BMW.

Hang 2

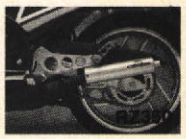
1543 Truman Street
San Fernando, CA
91340 (818) 365-8461
Outside CA 800-HANG-TWO

RELY ON US FOR YOUR MOTORCYCLE PLATING NEEDS

QUICK TURN AROUND TIME
CENTRALLY LOCATED
DEPENDABLE SERVICE
ALL WORK GUARANTEED
FAMILY OWNED & OPERATED
26 Years In Same Location
CHROME & GOLD
STEEL & ALUMINUM
GIFT CERTIFICATES
T SHIRTS AVAILABLE

Call or write for free Information, give make of cycle

BROWN'S PLATING SERVICE
ROUTE 5, BOX 534, DEPT. 703
PADUCAH, KY 42001-9040
PHONE: 502/554-1146



DG STREET EXHAUST

Unparalleled Quality and Performance

CBX G-1 Chrome			$299.95
KZ1300 G-1 Chrome			$299.95
RZ350 (13 H.P. Increase)			$214.95
RD350LC (w/Aluminum Silencers)			$214.95
RD350 Black	$159.95	Chrome	$214.95
RD400 D/E Black	$159.95	Chrome	$214.95
RD400 F Black	$159.95	Chrome	$214.95
RADIAL HEADS			
RD350/400 F			$169.95
RD400 D/E			$169.95

TO ORDER, see your local dealer or DG. COD, MC/VISA acceptable. Freight collect only.

ORDER TOLL FREE TODAY!
1-800-854-9134 (Outside CA only) OR
1-714-630-5471 (Inside CA)

DG PERFORMANCE SPECIALTIES, Inc.
1230 La Loma Circle, Anaheim, CA 92806
TELEX 910-181613

DG PERFORMANCE It's our middle name.

ROAD RACING AND SUPERBIKE EQUIPMENT

We have it all. Fairings and fiberglass, suspension and handling, horsepower and brakes, exhaust and caburetion, street and racing tires, tools and hard to find performance items at satisfying prices. The most complete selection in America today. For 84 page catalogue and stickers, send $2.00 (Foreign $5.00 U.S.)

RACERS SUPPLY
7066 Van Nuys Blvd., Van Nuys, CA 91405

eastern cycle salvage, inc

RECYCLED CYCLES

USED PARTS

All makes and models. Save up to 50%
Many early and late Japanese & obsolete British parts in stock. **1 DAY SERVICE**
VISA, MASTERCHARGE OR COD
WRITE: Dept. M, 87 PARK ST.
BEVERLY, MASS. 01915 (617) 922-3707

Norton
SPOKEN HERE

"BRIAN SLARKS" BRITISH MARKETING

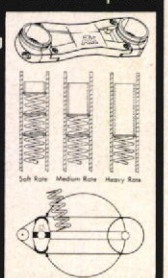
We Ship Daily –*ANYWHERE*–! We specialize in genuine Norton Factory replacement parts, accessories, electronic ignition, etc.

27324 Camino Capistrano #139
Laguna Niguel, CA 92677
(714) 643-2902 Call for a catalog

VISA MasterCard

SUSPENSION TUNING KITS

Equip your bike with the suspension components used by the pros, endorsed by magazines and the California Superbike School. All models.



ATK FORK BRACE: Improve steering response and reduce fork flex with the finest quality brace on the market. Aluminum or black finish. Easy bolt-on. $69.95.

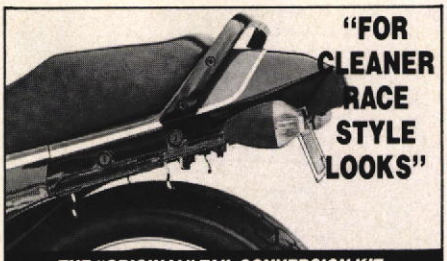
ATK FORK SPRING KIT: Precisely dial-in the spring rates of your front forks for smoother action, better handling stability and control. $49.95.

A-TRAK CHAIN TORQUE ELIMINATOR: Improved handling control and stability. $119.00

See your dealer or order direct.

TOLL FREE FOR ORDERS ONLY (800) 854-4023

ATK **2560-C Walnut Ave., Tustin, CA 92680 (714)731-5114**



"FOR CLEANER RACE STYLE LOOKS"

THE "ORIGINAL" TAIL CONVERSION KIT

DON'T SETTLE FOR A CHEAP COPY. OURS IS THE ONLY COMPLETE KIT THAT:

* Eliminates the entire rear fender
* Requires *no* cutting or drilling, easy bolt on
* Is made from high quality brushed stainless steel
* Relocates license light, moves signals in 2" (most models)

$39.95–$49.95 VISA, M/C, COD, 24 HR ORDERS 213-602-1319

COMPETITION WERKES

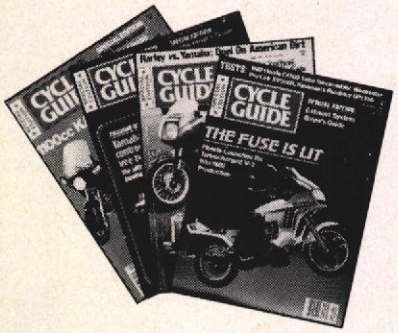
7021 E. Alondra Blvd. #7, Paramount, CA 90723

MENS' GENUINE LEATHER MOTORCYCLE JACKETS

American Made
Top Quality Cowhide
Fully Quilt Lined
36–46 $99.00
38–46 (Tall) $109.00
48–54 $135.00

Traditional Biker's Jacket Shown.
Call Us for other Available Styles.
(216) 241-4031
Mastercard - Visa - Money Order
Add $3.00 for shipping charge.

LEATHER DISTRIBUTORS OF AMERICA
1321 W. 6th Street, Cleveland, Ohio 44113



MISSED A FEW?

ORDER YOUR BACK ISSUES OF *CYCLE GUIDE* TODAY!

'83 JAN. FEB. MAR. APR.
MAY JUNE JULY AUG.
SEPT. NOV. DEC.

'84 JAN. FEB. APR. MAY
JUNE JULY AUG. SEPT.
OCT. NOV./DEC.

For availability of issues prior to Jan. '83 contact Cycle Guide, 20916 Higgins Ct., Torrance, CA 90501 (213) 328-5700.

CYCLE GUIDE

CYCLE GUIDE PUBLICATIONS
20916 Higgins Court
Torrance, Ca. 90501

Please send me the following issues at $3.00 ea.
In Canada and Mexico, add $2.00; foreign, add $6.00

NAME _____
ADDRESS _____
CITY _____
STATE _____ ZIP _____

Qty. _____ Mo./Yr. _____
_____ _____
_____ _____

ADVERTISERS

Amer. Honda Motor Co., Inc. 16-17
Amer. M/C Institute 42
ATK Leitner Corp. 73

Bassani Manufacturing 72
Bates Leather Shop 72
BMW of North America, Inc. 38-39
Britalia Motors 71
British Marketing 73
Brown's Plating Service 73

Cal Fab, Inc. 71
Carl's Honda 72
Competition Werkes 73
Mike Corbin 72
Cosmopolitan Motors Inc. 42,70
Cycle Sound 70
Cycle Sports & Service 70

Denver Used M/C Parts 70
DG Perf. Specialties, Inc. 73
Dyna Tour 4,65

Eastern Cycle Salvage Inc. 73
Euro Cycle Imports 72
Expert Cycle 71

F-1 Mufflers 73
Factory Pipe Products 69

Great American Media Inc. 13

Halmar Video 72
Hang 2 70,73

IRC 7

Kal-Gard 70
Kawasaki Motor Corp. 26-27
Dennis Kirk 63
KV Products 71

Langlitz Leathers 71
Lazer Helmets 37
Leather Dist. of America 73

M.A.P. Cycle Ent. 71
Midwest Action Cycle 72
Midwest Knife Co./United Binocular 71
Mike's Cycle 71
Moore's Cycle Supply 72
Motorace 33
M/C Mechanics Institute 36
Moto-X Fox 69,70

Norris Cycle Products 71
No. Amer. School of M/C Repair 11
Novella Ltd. 73
NRI Schools/Auto Div. 5

Ontario Moto Tech 71

Pichler of America 37
PJ1 Corp. 71

R & L Cycle Products 71
Racers Supply 73
Rick's Tricks 72
Rivera Eng. 70
R.J. Reynolds/Camel 40
R.J. Reynolds/Salem Cov.4
R.J. Reynolds/Winston Cov.2
RK Chain 67
RSC Performance 71

Seattle FilmWorks 74
Shoei Safety Helmet Co. Cov.3
Al Simmons Co., Inc. 72
Star Cycle Accessories 35

Targa Accessories 72
Telefix 73
Tour Master 28
Tsubaki 71

U.S. Suzuki Motor Corp. 9,50-51

Van Nuys Honda 60

Web-Cam, Inc. 72
Wiseco Piston Inc. 36

Yoshimura R&D of Amer. 45

35mm Color

Prints and Slides from the same roll

Kodak MP film . . . Eastman Kodak's professional motion picture (MP) film now adapted for still use in 35mm cameras by Seattle FilmWorks. Enjoy micro-fine grain and rich color saturation. Shoot in low or bright light from 200 ASA up to 1200 ASA (with our high speed 5294® film). Get the option of prints or slides, or both, from the same roll.

INTRODUCTORY OFFER

☐ RUSH me two 20-exposure rolls of your leading KODAK MP film—Kodak 5247® (200 ASA). Enclosed is $2.00. I'd like to be able to get color prints or slides (or both) from the same roll of this quality film.

NAME _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____

Mail to: Seattle FilmWorks
P.O. Box C-34056
Seattle, WA 98124

4324

©1984 Seattle FilmWorks Limit of 2 rolls per customer.
Kodak 5247 and 5294 are registered trademarks of the Eastman Kodak Company. Offer does not include processing. Process ECN-II.

RIDE AWARE. SHOW YOU CARE.

MOTORCYCLE INDUSTRY COUNCIL, INC. MIC

U.S. Postal Service
STATEMENT OF OWNERSHIP MANAGEMENT AND CIRCULATION
(Required by 39 U.S.C. 3685)

1A. TITLE OF PUBLICATION	1B. PUBLICATION NO.	2. DATE OF FILING
CYCLE GUIDE	0 0 1 1 4 2 7 8	11/26/85
3. FREQUENCY OF ISSUE: Monthly Except November	3A. NO. OF ISSUES PUBLISHED ANNUALLY: 11	3B. ANNUAL SUBSCRIPTION PRICE: 13.98

4. COMPLETE MAILING ADDRESS OF KNOWN OFFICE OF PUBLICATION (Street, City, County, State and ZIP+4 Code) (Not printer): 20916 Higgins Court, Torrance, CA 90501

5. COMPLETE MAILING ADDRESS OF THE HEADQUARTERS OF GENERAL BUSINESS OFFICES OF THE PUBLISHER (Not printer): Same as #4

6. FULL NAMES AND COMPLETE MAILING ADDRESS OF PUBLISHER, EDITOR, AND MANAGING EDITOR (This item MUST NOT be blank)

PUBLISHER (Name and Complete Mailing Address): Peter Nicolaysen, 20916 Higgins Court,Torrance, CA 90501

EDITOR (Name and Complete Mailing Address): James Miller, 20916 Higgins Court, Torrance, CA 90501

MANAGING EDITOR (Name and Complete Mailing Address): Tim Brodd, 20916 Higgins Court, Torrance, CA 90501

7. OWNER (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding 1 percent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address, as well as that of each individual must be given. If the publication is published by a nonprofit organization, its name and address must be stated.) (Item must be completed.)

FULL NAME	COMPLETE MAILING ADDRESS
Cycle Guide Publications	20916 Higgins Court, Torrance, CA 90501
George H. Dougherty	770 Lexington Ave., New York, NY 10022

8. KNOWN BONDHOLDERS, MORTGAGEES, AND OTHER SECURITY HOLDERS OWNING OR HOLDING 1 PERCENT OR MORE OF TOTAL AMOUNT OF BONDS, MORTGAGES OR OTHER SECURITIES (If there are none, so state)

FULL NAME	COMPLETE MAILING ADDRESS

9. FOR COMPLETION BY NONPROFIT ORGANIZATIONS AUTHORIZED TO MAIL AT SPECIAL RATES (Section 423.12 DMM only): The purpose, function, and nonprofit status of this organization and the exempt status for Federal income tax purposes: (Check one)

(1) ☐ HAS NOT CHANGED DURING PRECEDING 12 MONTHS (2) ☐ HAS CHANGED DURING PRECEDING 12 MONTHS (If changed, publisher must submit explanation of change with this statement.)

10. EXTENT AND NATURE OF CIRCULATION (See instructions on reverse side)	AVERAGE NO. COPIES EACH ISSUE DURING PRECEDING 12 MONTHS	ACTUAL NO. COPIES OF SINGLE ISSUE PUBLISHED NEAREST TO FILING DATE
A. TOTAL NO. COPIES (Net Press Run)	363,519	336,172
B. PAID AND/OR REQUESTED CIRCULATION 1. Sales through dealers and carriers, street vendors and counter sales	68,282	80,794
2. Mail Subscription (Paid and/or requested)	162,029	146,874
C. TOTAL PAID AND/OR REQUESTED CIRCULATION (Sum of 10B1 and 10B2)	230,311	227,668
D. FREE DISTRIBUTION BY MAIL, CARRIER OR OTHER MEANS SAMPLES, COMPLIMENTARY, AND OTHER FREE COPIES	8,623	8,240
E. TOTAL DISTRIBUTION (Sum of C and D)	238,934	231,908
F. COPIES NOT DISTRIBUTED 1. Office use, left over, unaccounted, spoiled after printing	7,943	8,872
2. Return from News Agents	117,542	95,392
G. TOTAL (Sum of E, F1 and 2--should equal net press run shown in A)	363,519	336,172

11. I certify that the statements made by me above are correct and complete. SIGNATURE AND TITLE OF EDITOR, PUBLISHER, BUSINESS MANAGER, OR OWNER: (Anthony Liguori)

PS Form 3526, July 1984 (See instruction on reverse)

RF-Vogue

Shoei continues the award-winning RF Series with the introduction of the RF-Vogue. Available in four new and exciting color graphic combinations for 1986, the RF-Vogue advances the pursuit of technology and comfort for Shoei safety helmets.

With a shell construction of precision-molded Kevlar and fiberglass, for a super-strong yet lightweight helmet, we've mounted a 3-dimensionally curved shield of ultra-hard polycarbonate, providing you excellent peripheral vision with virtually no distortion.

Unsurpassed comfort is achieved with our exclusive OCV-Open/Close Ventilation System which directs air through ventilator grooves in the helmet liner, exiting "stuffy" air by way of outlets at the neckline. For even greater airflow, the shield opens to any of 7 latched positions with finger-tip ease.

With the RF-Vogue, Shoei achieves the ultimate; leading the way for others to follow.

Achieving the ultimate
The Shoei RF-Vogue

SHOEI®

Approved: Snell M85, SHCA,AMA. Meets or exceeds DOT218. Sizes: XS through XL.

LIGHTS: 10 mg. "tar", 0.8 mg. nicotine, KING: 17 mg. "tar", 1.3 mg. nicotine, av. per cigarette by FTC method.

© 1984 R. J. REYNOLDS TOBACCO CO.

You've got what it takes.

Salem Spirit

Share the spirit.
Share the refreshment.

SURGEON GENERAL'S WARNING: Smoking By Pregnant Women May Result in Fetal Injury, Premature Birth, And Low Birth Weight.